

THE AMERICAN

20c • AUGUST 1975

LEGION

MAGAZINE

SPOTLIGHT ON INDONESIA



THE SURRENDER
ABOARD THE U.S.S. MISSOURI—
30 YEARS AGO

THOSE MAGNIFICENT CLIPPER FLYING BOATS

SHOULD THE HOUSE INTERNAL SECURITY
COMMITTEE BE RESTORED?

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	5 1/2	6	6 1/2	7	7 1/2	8	8 1/2	9	9 1/2	10	10 1/2	11	11 1/2	12	13
A															
B															
C															
D															
E															
EEE															

COLORS	Men's Size	Women's Size
BLACK Oxford		
BROWN Oxford		
BLACK Loafer		
BLUE Loafer		
GREEN Loafer		
Burgundy Loafer		
WHITE Loafer		

THE AMERICAN

LEGION

MAGAZINE

AUGUST 1975



AUGUST 1975

Volume 99, Number 2

National Commander

James M. Wagonseller

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almost-medieval Spanish fort.*

COVER: PHOTO BY JOHN G. PITKIN. The globe is one sold by the National Geographic Society.

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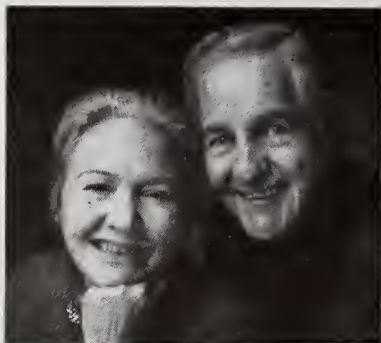
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and live happily ever after.**



A storybook retirement isn't that hard to achieve, and lots of people have proved it.

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A LOOK AT **OUR MAIL**

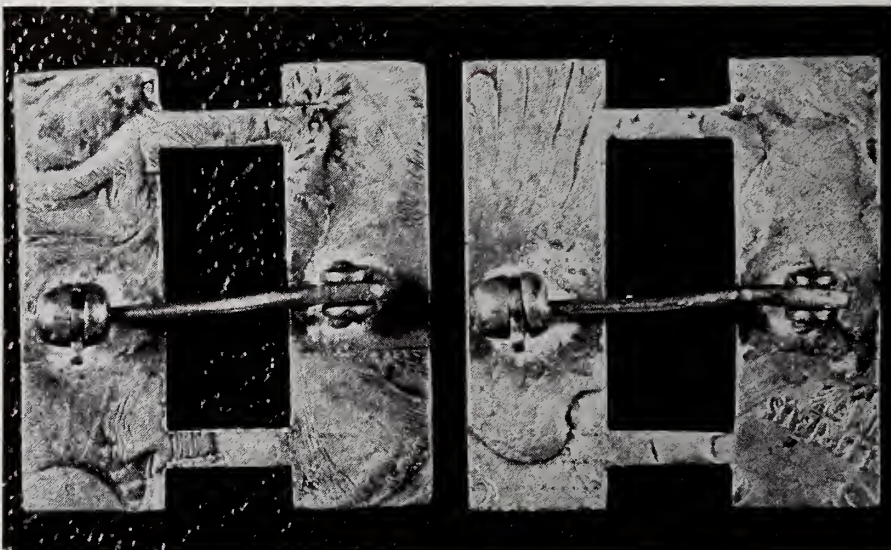
W.F. Cloud, of Norman, Okla., and **Nola Rigdon**, of Crescent, Okla., seized their pens on catching author Mark Rhodes in a slip at the end of his story on the Oklahoma Land Rush in our June issue. Mr. Rhodes innocently said that Old Glory was unfurled from "the capitol dome in Oklahoma City" on Nov. 16, 1907, when Oklahoma became the 46th state. Mr. Cloud and Mr. Rigdon knew that the capital was then Guthrie, and Mr. Rigdon was actually in Guthrie on that day and saw the flag unfurled from the steps of the Guthrie Carnegie Library. Both noted that Oklahoma City didn't become the capital until 1910, that the capitol building has no dome, and Cloud added that the capitol wasn't completed until 1917. This is a good example of how, in six words based on ordinary assumptions, a writer can make mistakes that it takes far more words to correct.

Craig Wilson, editor of the Akron, Ohio, Beacon Journal's "Action Line," writes to tell us that, with the help of the Bureau of Naval Personnel, it has been determined that the crew members aboard the *U.S.S. Tingey* (DD-539) in 1962 are classified as Vietnam veterans and are entitled to certain VA benefits. "The destroyer sailed into Vietnam waters

March 10, 1962, and sailed out again March 13, 1962," Mr. Wilson states, and the crew should have military records corrected if they do not now show Vietnam duty. The crew "should also keep this fact in mind when applying for various states bonuses and other forms of veterans rights available to them."

Joseph C. Salak, a contributor to our Parting Shots page, recently donated his fee for a joke we bought to The American Legion's Freedom Bell Fund. "If it wasn't for your Newsletter in the April 1975 issue," he writes, "I never would have known that I was entitled to a WW2 bonus from Illinois. I moved to Florida 13 years ago. Thank you." The donation was in appreciation.

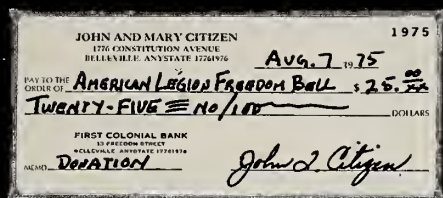
Robert and Marylee Diamond, directors of the Liverpool, N.Y., Youth Center, write to "salute the officers and members" of the local American Legion Post 188, on behalf of the youth center's staff. "This Post has supported us in many ways, not only with monetary contributions, but also by sending a representative for our Board of Directors and by allowing us to use their facility. Post 188 lives up to the Legion's longtime concern for youth and youth programs."



Captain's bars made by a Seabee out of coins in WW2. The Seabee "made them for me when I was promoted from first lieutenant in the Marines," says Lou Babb, of Mtn. Home, Idaho, retired Idaho state adjutant of The American Legion. When he later made major as C.O. of a dive bomber squadron he was able to buy his major's insignia, but when he made captain he couldn't buy his double bars anywhere. "I gave the Seabee two half dollars to make the bars, and paid him five bucks. The clasps are from my old lieutenant's bars."

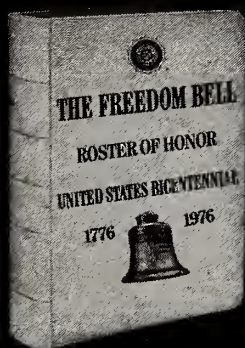
Take Part In The Bicentennial

1. WITH YOUR CHECK



As a donation to the display and permanent installation of the Legion's Bicentennial Freedom Bell

2. AND BE ENSHRINED IN A BOOK



Which lists all donors, for permanent display at the Legion's Nat'l Hq Library and Archives

3. AND RECEIVE A BELL



A 7½ inch desk or home display bell for all donors of \$100 or more

4. OR A MEDALLION



For all donors of \$25 or more.

The Freedom Bell, now touring the nation on the Freedom Train, is the symbolic part of the Legion's national contribution to the Bicentennial. It is modeled after the Liberty Bell, without the crack and more than twice the size—and will ring. When the Bicentennial is over, it will remain. Donations are sought to pay for its display during the Bicentennial and for its permanent installation in a bell tower to ring out Freedom—in perpetuity, it is hoped.

Please write check payable to **AMERICAN LEGION FREEDOM BELL**. Please use the address on the coupon below. Donations are tax-deductible.

FREEDOM BELL
American Legion National Hq.
P.O. Box 1055
Indianapolis, Ind. 46206 Amount enclosed \$_____

Do not send cash
through the mails

Here is my donation to the Freedom Bell. I understand that my name will be entered in the permanent Legion Archives, and that I will receive a decal, medallion or model of the Bell, according to the size of my gift, as announced.

NAME _____
(Print so clearly that your name may be entered in the Archives without chance of error.)

ADDRESS _____

Legion Post (number and state) _____

Auxiliary Unit (number and state) _____

Sons of American Legion Squadron (number and state) _____

Non-member (Check here if a non-member) _____

If more than one donor, attach name, address and Legion unit of others (or indicate non-member) and state amount of donation to be credited to each.

Milestones of History

MOST of our country's most fascinating Bicentennial landmarks are off the beaten paths and super-highways and have received little national publicity. Few Americans know, for example, that Maine has 10 colonial forts; one of the most interesting is Fort Popham on the site of an ancient Viking village near Bath, which defended the Kennebec River in four wars: the Revolution, War of 1812, Civil War and Spanish War. At "Cow Cove" in Vaughn Woods on the Salmon Falls River near South Berwick, the first cows in New England were landed from the ship "The Pied Cow" in 1634.

In Massachusetts, the homestead of Captain Myles Standish is in Duxbury, also his grave and those of John and Priscilla Alden. Fort Phoenix at Fairhaven was the scene of the first naval battle of the Revolution in 1775. The unusual Benton Mansion in Tolland, Connecticut, is celebrated for the ghosts of the Hessian soldiers it housed during the Revolution. It was built in 1720. Sunnyside (1785) at Tarrytown, N.Y. is the spectacular "cocked hat" stone mansion of Washington Irving, author of "Rip Van Winkle" and the "Legend of Sleepy Hollow."

Virginia is rich in Americana. Jamestown (1607) was the first permanent English settlement in the New World. Petersburg has an unusual crater; it was formed when Union troops exploded four tons of powder under the Confederate lines. The first railroad junction in the world is at Branchville, South Carolina; the RR station's fancy dining room, patronized

by Presidents McKinley, Taft and Teddy Roosevelt, still serves guests. At Perryville, Kentucky, shrines commemorate one of the Civil War's bloodiest battles in which 6,000 soldiers were killed in one day. At Loretto, Kentucky, a tiny distillery still hand-makes its bourbon as it did two centuries ago, brand-named Maker's Mark.

Toolesboro, Iowa is the site of the first visit of white men to the Mississippi's west bank in 1673. From Quinter, Kansas, you can take a three-day ride across bad country in a vintage covered wagon, complete with Indian raids and outlaw gunmen. South of Santa Fe, New Mexico is the large ghost town of Madrid (1803); it's for sale with houses, church, schools, restaurants, even a railroad locomotive. Asking price: \$1 million. Besides ghost towns, the Midwest is dotted with numerous old forts used to subdue the Indians. In Texas, Fort (Jefferson) Davis, built for protection from the Apaches, actually used imported camels for desert maneuvers. California's contribution is Fort Ross above San Francisco, established in 1812 by Russia and abandoned 30 years later. Had the Russians been better frontiersmen and held on, it might now be one of their missile bases.

Some of our historic landmarks are amusing. Webster, Massachusetts, settled in 1713 and named after Daniel Webster, is located on Lake Chagogogagogomanchaugochaubunagunga-maug, an Indian name which means, "You fish on your side of the lake. I fish my side. Nobody fishes in the middle." In Dawsonville, Georgia, there's

a log-cabin tribute to the state's moonshiners. In the doorway stands a statue of the great Indian Chief White Lightning, and inside are real stills and a real ex-moonshiner to tell you how it's done. A hundred years ago in barren parts of Oklahoma, dried cow chips (or flops) were burned as fuel. While collecting them, settlers threw them into their wagons, sometimes long distances. Now chip-throwing is a sport in Beaver, Oklahoma, with a World Championship held every year. Raleigh, Mississippi, near Jackson, has revived another old-time sport and now holds a National Tobacco Spit annually. It's in August. The record distance is almost 26 feet.

For complete lists of historic places of interest such as these, write to each state's Department of Tourism at the state's capital city. Your request will reach the proper office, although it might be known by a different name. For information on National Park events and Bicentennial celebrations, write the National Park Service, Department of the Interior, Washington, D. C. 20240.

GARDENING is the hobby of 76-year-old Mrs. Billie Jacobs Wright of Reidsville, N.C. She recommends plastic forks for identifying new plants. When they're pushed into the ground handle-first, name cards can be inserted in the tines. They're colorful, too.

CARRY some rubber balloons or rubber bands in your tackle, suggests Dave Enge of Waunakee, Wis. When you have to clip a split-shot to your monofilament, first put a small piece of the balloon or 1/4-inch of rubber band in the split. It will keep the shot from slipping. Rubber from the balloon takes up the least space.

GROUND cooking is a favorite of Mat Bowyer of Fairfax, Va. He digs a hole 2x2 feet, lines it with rocks, keeps a fire burning in it for a couple of hours till the rocks get hot, cleans out the embers, puts in fish, fowl, corn, potatoes, then covers with foil, stones and earth. Baking time: 2-3 hours. Just like a miniature clambake.

THERE are many carp baits, but 81-year-old WW1 vet Francis Tenney of Adrian, W.Va. claims he has one that's dyn-o-mite. He cuts a red sponge into kidney-bean-size strips and soaks them in vanilla. Carp fight over them.

AS GOOD and cheaper than felt sandals for your waders are pieces of indoor-outdoor carpet, writes M. E. Salter of Eau Claire, Wis. Cut to shape and glue them on the soles of the waders. Guaranteed skidproof.

If you have a helpful idea for this feature send it in. If we can use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.

Earwax: the sneak thief of sound.

Government studies show that hearing problems and age go hand in hand. These studies also show that many hearing problems are merely due to excessive earwax. Of course, anyone suspecting a hearing problem should consult a physician to determine the cause.

One way for earwax to impair hearing is very simple. As we grow older, the fine hairs lining our ear canals grow coarse. Eventually, they can prevent earwax that forms daily from getting out. This in turn muffles sounds trying to get in. Because the wax builds up so gradually, your hearing can diminish without you realizing it.

The safest, most effective way to remove earwax is by using DEBROX® Drops regularly. DEBROX is recommended by thousands of physicians. They know it safely removes wax and can be used daily to prevent buildup. DEBROX costs only pennies a day and is available at drugstores without a prescription.

DCB-1774

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AT A COST THAT MAY SURPRISE YOU!



Since 1958 tens of thousands of Legionnaires and their families have enjoyed the security of extra life insurance protection available through their Official American Legion Life Insurance Plan. And the best things about this insurance are that over all these years, the cost for this valuable protection has not gone up... and the protection has gotten better!

Today benefits last an entire lifetime and eligible Legionnaires under age 29 may apply for up to \$40,000 in

benefits for \$96 a year. To enroll you must be a Legion Member in good standing, under age 70 and be able to meet the underwriting requirements of the Insurance Company.

There's no better way to provide your loved ones with the security they need and deserve than to add to your insurance estate. For benefits and rates, see the chart below.

Then, fill out and mail the Enrollment Card below along with your check or money order for the coverage you select.

Benefits & Premiums—Annual Renewable Term Insurance (Policy Form GPC-5700-1073)				
Benefit determined by age at death. Maximum coverage under this Plan is limited to 4 Units.				
Age at death	4 Units	3 Units	2 Units	1 Unit
Through age 29	\$40,000	\$30,000	\$20,000	\$10,000
30-34	32,000	24,000	16,000	8,000
35-44	18,000	13,500	9,000	4,500
45-54	8,800	6,600	4,400	2,200
55-59	4,800	3,600	2,400	1,200
60-64	3,200	2,400	1,600	800
65-69	2,000	1,500	1,000	500
70-74	1,320	990	660	330
75-over	1,000	750	500	250
Prorated Premium*	\$32	\$24	\$16	\$8

*PRORATED PREMIUMS shown in the chart at left provide protection throughout 1975 and assumes your completed Enrollment Card is received by the Administrator (and approved) during August with Coverage effective September 1, 1975. If, however, your application is received during September, prorated premiums will be \$6 per Unit. If your Enrollment is not approved, your money will be refunded.

EFFECTIVE DATE: Insurance becomes effective on the first day of the month coinciding with or next following the date the member's enrollment card is received in the office of the Administrator, subject to Insurance Company's approval. Insurance may be maintained in force by payment of premiums when due.

IF YOU LIVE in FL., IL., N.J., N.Y., N.C., O., PA., P.R., TX., or WI. send for special card. Applications and benefits vary slightly in some areas.

DEATH BENEFIT: When an insured Legionnaire dies, the beneficiary receives a lump sum payment once proof of death is received by the Insurance Company.

EXCLUSIONS: No benefit is payable for death as a result of war or an act of war, if the cause of death occurs while serving, or within six months after termination of service, in the military, naval or air forces of any country or combination of countries.

INCONTESTABILITY: Your coverage shall be incontestable after it has been in force during your lifetime for two years from its effective date.



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LEGION
LIFE
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MAIL TO:
The American Legion
Life Insurance Plan,
P.O. Box 5609,
Chicago, Ill. 60680

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Information regarding your insurability will be treated as confidential except that Occidental Life Insurance Company of California may make a brief report to the Medical Information Bureau (M.I.B.), a non-profit membership organization of life insurance companies which operates an information exchange on behalf of its members. Upon request by another member insurance company to which you have applied for life or health insurance, or to which a claim is submitted, the M.I.B. will supply such company with the information it may have in its files.

Occidental may also release information in its file to its reinsurers and to other life insurance companies to which you may apply for life or health insurance, or to which a claim is submitted.

Upon receipt of a request from you, the M.I.B. will arrange disclosure of any information it may have in your file. Medical information will only be disclosed to your attending physician. If you question the accuracy of information in the Bureau's file you may seek correction in accordance with the procedures set forth in the Federal Fair Credit Reporting Act. The address of the Bureau's information office is P.O. Box 105, Essex Station, Boston, Mass. 02112; Phone (617) 426-3660.

ENROLLMENT CARD FOR YEARLY RENEWABLE TERM LIFE INSURANCE FOR MEMBERS OF THE AMERICAN LEGION

Full Name _____ Birth Date _____
Last First Middle Mo. Day Year
Permanent Residence _____
Street No. City State Zip

Name of Beneficiary _____ Relationship _____
Example: Print "Helen Louise Jones," Not "Mrs. H. L. Jones"

Membership Card No. _____ Year _____ Post No. _____ State _____

I apply for the amount of insurance indicated below. (check appropriate box or boxes).

4 Units ☐ 3 Units ☐ 2 Units ☐ 1 Unit ☐ ½ Unit ☐

The following representations shall form a basis for the Insurance Company's approval or rejection of this enrollment: Answer all questions.

1. Present occupation? _____ Are you now actively working?
Yes ☐ No ☐ If No, give reason _____
2. Have you been confined in a hospital within the last year? No ☐ Yes ☐ If Yes, give date, length of stay and cause _____
3. During the last five years, have you ever had heart disease, circulatory disease, kidney disease, liver disease, lung disease, diabetes, or cancer, or have you received treatment or medication for high blood pressure or alcoholism? No ☐ Yes ☐ If yes, give details _____

I represent that, to the best of my knowledge, all statements and answers recorded on this enrollment card are true and complete. I agree that this enrollment card shall be a part of any insurance granted upon it under the policy. I authorize any physician or other person who has attended or examined me, or who may attend or examine me, to disclose or to testify to any knowledge thus acquired.

Dated _____, 19____ Signature of Applicant _____

GMA-300-19 10-70 (Univ.) 875
The American Legion offers this insurance through Occidental Life Insurance Company of California. Home Office: Los Angeles

ACKNOWLEDGMENT AND AUTHORIZATION

I have received and read the Notice of Disclosure of Information at left. Further, I authorize any physician, medical practitioner, hospital, clinic, or other medical or medically related facility, insurance company, the Medical Information Bureau or other organization, institution or person having any records or knowledge of me or of my health to give Occidental Life Insurance Company of California any such information.

A photographic copy of this authorization shall be as valid as the original.

Dated _____, 19____ Signature of Applicant _____

☐ I apply for additional Legion Life Insurance. My present certificate number is _____

THIS LABOR DAY, the MacArthur Memorial Foundation in Norfolk, Va., plans an extensive observance there of the 30th anniversary of the final official act of the Second World War, which was the signing of the Japanese surrender document on board the battleship *U.S.S. Missouri* in Tokyo Bay on Sunday, Sept. 2, 1945.

The Foundation, which lists on its letterhead an impressive array of distinguished people, has been trying to get as many survivors of the events on board the *Missouri* as possible to take part in the ceremonies. In fact, if any who were aboard the *Missouri* on that day read these words, and have not been contacted, the Foundation would appreciate hearing from them posthaste, at P.O. Box 1010, Norfolk, Va. 02351.

Quite a crowd was on board, including military officers and dignitaries of many nations, the approximately 2,000-man crew of the *Missouri*, and nearly 200 war correspondents from all over the world.

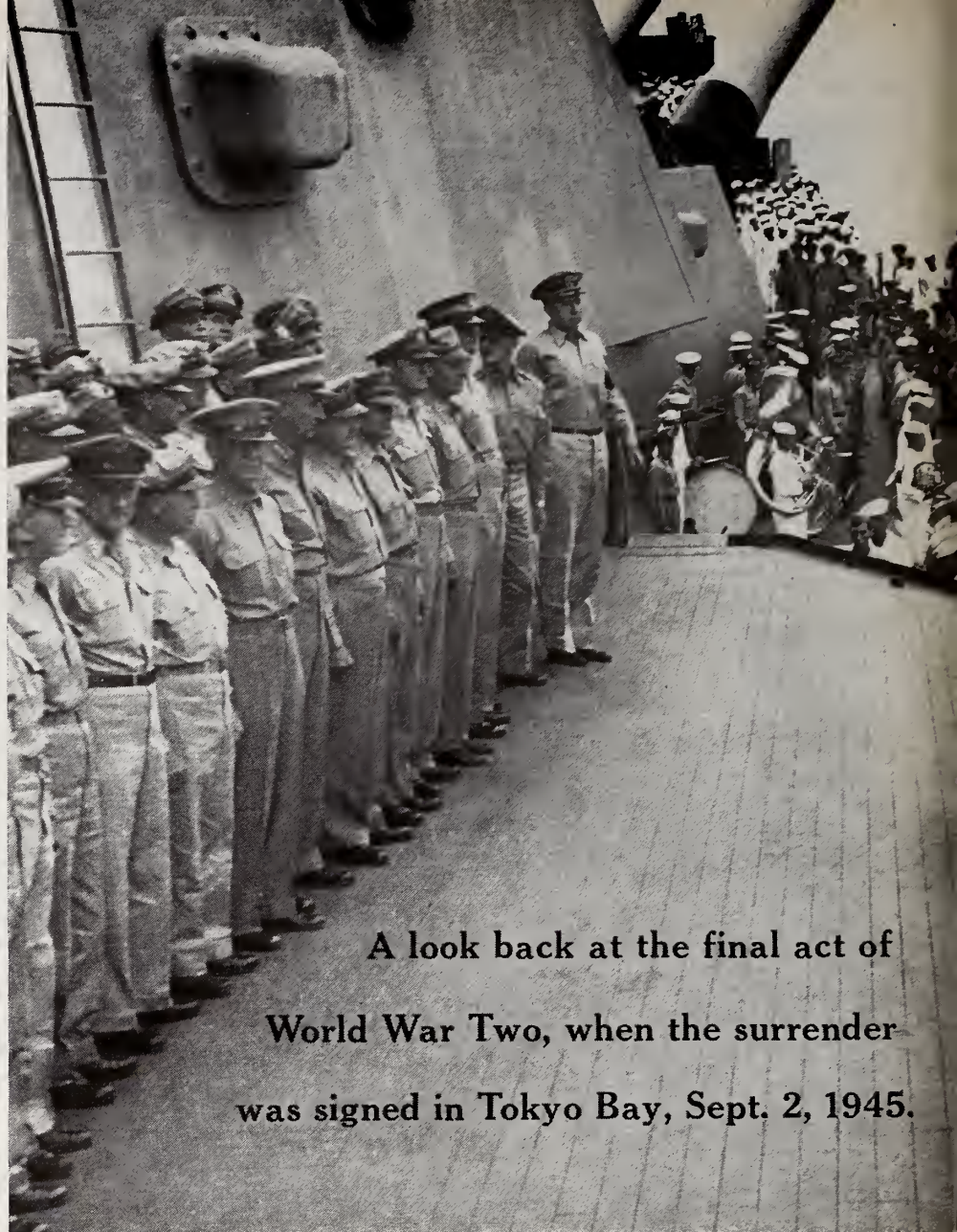
The *Missouri* was not only one of our latest battleships in 1945, it was also the one named for President Truman's home state, and had been sponsored by his daughter Margaret. The ship was then acting as the U.S. Third Fleet flagship of Admiral William F. Halsey, Jr.

The remarks in the deck log of the *Missouri* for Sept. 2, 1945, describe what happened in probably fewer words than it has been described since.

Lt.(jg) J.H. Hofman, USN, had the mid-to-four watch (midnight to 4 a.m.). His log remarks note that the *Missouri* was "anchored at berth F71, Tokyo Bay, in 10 fathoms of water [60 feet], mud bottom, with 50 fathoms of chain [300 feet] to the starboard anchor," and "condition of readiness III is set" aboard the *Missouri*. Hofman's remarks note that Admiral Chester W. Nimitz, the American Commander in Chief for the whole Pacific, was then aboard the *U.S.S. South Dakota*, anchored nearby. "Various units of the Pacific Fleet and the British Fleet are present," Lt.(jg) Hofman's remarks concluded.

Lt.(jg) M. Olson, USN, took over for the four-to-eight watch. His remarks in the log for the four hours are brief:

"Anchored as before. 0707, *U.S.S. Taylor* (Destroyer 468) came alongside to port with Lt.Col. R. Powell and about 170 press agents to attend surrender ceremonies of the Japanese Imperial Forces. 0733, *U.S.S.*



WIDE WORLD

**A look back at the final act of
World War Two, when the surrender
was signed in Tokyo Bay, Sept. 2, 1945.**

Taylor cast off. 0750, exercised crew at quarters for surrender ceremonies."

At 8 a.m. Lt. Cmdr. J.L. Starnes, Jr., USNR, took over the watch. At 8:03, say his remarks, the *U.S.S. Buchanan* (Destroyer 484) came alongside with "various general officers of the Army and foreign representatives to witness surrender ceremonies." At 8:05, Admiral Nimitz came aboard, and his Pacific Command flag replaced Halsey's Third Fleet flag at the mainmast. At 8:24 the *Buchanan* departed. At 8:38 the *U.S.S. Nicholas* (Destroyer 449) came alongside bearing General of the Army Douglas MacArthur. His personal flag was hoisted alongside that of Admiral Nimitz.

At 8:56 "Japanese representatives came aboard." For some reason, Starnes' log remarks do not identify the ship that brought them out. It

was the destroyer *U.S.S. Lansdowne*.

"At 0902, with the following present, the ceremony commenced and the Instrument of Surrender was presented to all parties. . . ."

Starnes here listed 50 official representatives of ten nations—The United States, the Republic of China, the United Kingdom, the Soviet Union, Australia, Canada, France, New Zealand, the Netherlands and Japan.

This was followed by the names of 54 U.S. Naval officers and 33 U.S. Army officers, after which is the statement "and various other general officers."

The actual surrender ceremonies are described in Starnes' deck log by listing tersely the exact time at which 12 signatures were affixed to the document, which was signed in duplicate, one in English for the Allies, one in Japanese for Japan.



THE SURRENDER ABOARD THE U.S.S. MISSOURI— 30 YEARS AGO

Starnes' brief account starts with "0904, Mamoru Shigemitsu, Japanese Foreign Minister, signed for Japan. . . ." and ends with "0922, Air Vice Marshall Isitt signed for New Zealand."

It was 1,365 days and nearly a million American casualties since Pearl Harbor. It was six years to the day since Hitler had started WW2 by marching into Poland on Sept. 1, 1939, and it was 98 days since Germany had surrendered. It took just 18 minutes to sign.

The date was still Sept. 1 from eastern Europe westward. At 9 a.m. Sept. 2 on the *Missouri* it was 11 p.m. Sept. 1 (standard time) in London, 6 p.m. in New York, 3 p.m. in San Francisco. But V-J Day (end of WW2) has been observed here ever since according to the date in Japan—or one day late. However, in holding the 30th Anniversary ceremonies

in Norfolk this year on Labor Day (Sept. 1), the MacArthur Memorial Foundation will observe the actual date.

Three minutes after Isitt signed for New Zealand, Starnes noted: "0925, ceremony completed." In a few lines he then remarked the departure of all the *Missouri's* guests on the craft that had brought them, and concluded by noting that when Nimitz' flag appeared on the mainmast of the *South Dakota*, Halsey's Third Fleet flag was raised again on the *Missouri*. The party was over.

At 10:52 the crew was secured from quarters and the ship's log of the surrender was complete except for a listing of the correspondents who'd been aboard. It turned out that there were 194 of them instead of deck officer Olson's rough estimate in the log of 170.

The *Missouri* had been chosen for

these ceremonies because the Army, represented by General MacArthur, had been the first of our services to land occupying forces in Japan—sometime previously. As an act of courtesy and tact, the General therefore left the site selection for the formal surrender to his Naval counterpart, Admiral Nimitz. Nimitz naturally decided to hold it aboard ship, and he could hardly have failed to have selected the ship named for the President's home state, it being present and as adequate as any floating facilities except the flight deck of a large carrier.

The late Boyd B. Stutler, of West Virginia, who was later Managing Editor of *The American Legion Magazine*, represented this magazine on the *Missouri* as a war correspondent.

"Setting the stage on the *Missouri*," he said "was not unlike the



Reporters approaching the *Missouri* aboard the destroyer U.S.S. *Taylor*.



Military and press observers occupy every possible point of vantage while waiting for the ceremonies.

CONTINUED

The Surrender Aboard The U.S.S. *Missouri*—30 Years Ago.

preparations for a gigantic pageant." Days earlier, "picked men, some 300 or more, held rehearsals in the best Hollywood tradition. Men were selected to stand in for Generals and Admirals, and were received on board with flag-rank dignity, with sideboys and a full Marine guard of 90 men, and to ruffles and flourishes from the band. Another squad was selected to play the Japanese part, without honors—but they did it unwillingly.

"The Veranda deck was designated as the place for the actual ceremony . . . and because of its limited space, complications arose. Lumber was found to build platforms over the 40-millimeter guns to add to the standing room and to be used as a special vantage point for camera

men. Though this necessitated putting some guns out of action, another shock followed when the mighty No. 2 turret was trained out at 45 degrees to form a sort of grandstand."

Stutler here was reflecting what turned out to be the unfounded—but then very real—fear that it could be dangerous to make the ship helpless. "There was still some fear," he said, "of one-man torpedoes and suicide swimmers."

It was a cool, partly cloudy morning and "even before dawn there was stirring in Yokohama, where all land groups were quartered. Navy vessels had been assigned to transport the various contingents to the *Missouri* on a fixed schedule. . . . Late sleepers missed their ships."

As each correspondent clambered

aboard the *Missouri* from the *Taylor* he was "checked and given an ordinary printed shipping tag designating his place on the ship. Even the Japanese papers had received permission to send a limited number of their crack newswriters, and they were on board under Marine guard.

"Some few of the American correspondents tried to better their positions, but were quickly put back in place. The Russians, however, had their own ideas and would not stay put—protesting to their national representatives against being assigned fixed positions. They wanted to run wild, and did. The boorish behavior of this group was the only untoward incident."

Stutler said that he "drew a position in a small gun turret almost directly over the position taken by General MacArthur and his official staff, within easy earshot, and I did



At precisely 9 a.m. General MacArthur stepped forward to start the proceedings.



MacArthur signs, using five pens, and here hands two of them to Generals Wainwright and Percival, who had to surrender their forces and spend years as prisoners.

not need the loudspeaker system to hear every word that was spoken.

"In front of the General was the peace table—an old mess table brought up from the crew's quarters, scarred and worn from long use, but its age and imperfections hidden by a green cloth cover. On this table rested the two copies of the Articles of Surrender, one in English, one in Japanese."

This document had been shown in rough form to a group of Japanese emissaries who had flown to Manila to meet with General MacArthur on Aug. 19 to discuss occupation and surrender details. The two final copies had been prepared in Washington and flown out to Tokyo.

When MacArthur came aboard, said Stutler, "he looked tired and worn, lean-faced and bronzed, but his step was firm and his carriage confident as he crossed the deck to

Admiral Halsey's cabin . . . his dress was a plain, suntan uniform, shirt open at the throat. He wore the battered old cap that had become his trademark to thousands of GIs who had followed his leadership on the long trek from Australia up to this moment on the deck of the *Misouri*. . . He wore no ribbons, medals or other decorations. . .

"The stage setting was simplicity itself. Aside from the covered mess table and two chairs, there was a case containing the first American flag ever to fly over Japanese soil—that one raised by Commodore Matthew C. Perry on the occasion of his visit on July 14, 1853. The flag was backward in its case, but there was no time for rearrangement and it was displayed just as it was.

"Over head, flying as the ship's colors, was the flag that had flown over the Capitol at Washington on

Dec. 7, 1941 [the day of the Pearl Harbor raid] and which later was flown at historic occasions at Rome and at the Potsdam Conference."

There were 11 people with the official Japanese party, of whom only the two signers were important.

"Sad-faced and sorrowful," said Stutler, "they clumped up the gangway . . . three clad in formal morning clothes and silk hats, seven in uniform without sidearms, and one man in white linen and bareheaded. Lame Foreign Minister [Mamoru] Shigemitsu had difficulty in negotiating the ladder . . . but somehow he made it without assistance."

No honors were accorded the Japanese party, said Stutler, as they "arranged themselves in squad formation about 20 feet in front of the peace table. To this correspondent, the melancholy Japanese resembled nothing so much as the mourners at a funeral just about to take a last look at the departed.

"With clock-like precision, at exactly nine o'clock General MacArthur stepped out of Admiral Halsey's cabin and walked to the table, facing the Japanese—and at almost that moment the bright sun broke from behind the clouds. Clearly he spoke from a prepared statement.

"We are gathered here to conclude a solemn agreement whereby peace may be restored," he began. "It is my earnest hope and indeed the hope of all mankind that from this solemn occasion a better world shall emerge out of the blood and carnage of the past—a world founded upon faith and understanding—a world dedicated to the dignity of man and the fulfillment of his most cherished wish for freedom, tolerance and justice. I now invite the representatives of the Emperor of Japan and the Japanese Government and the Japanese Imperial General Headquarters to sign the instrument of surrender at the places indicated."

"Foreign Minister Shigemitsu limped forward at exactly 9:04, shuffled the papers, consulted a memo drawn from his pocket, then signed both documents—affixing his name in English to the English language copy."

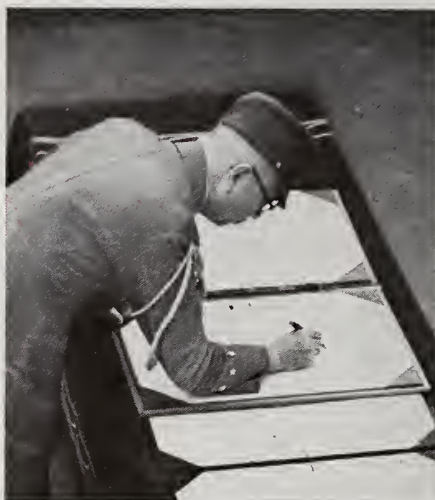
Shigemitsu was described by many eyewitnesses as a cold fish that day, though Stutler only noted that he looked sad. The truth is that, painful as it was to sign his country's surrender, he had been chosen by the Emperor to be Foreign Minister of the hastily formed new Japanese peace government because he had worked as hard as he dared for peace, and had always been a friend of the United States and Britain,

THE SIGNING. CAPTIONS ARE FROM

NATIONAL ARCHIVES



"0904, Mamoru Shigemitsu, Japanese Foreign Minister, signed for Japan. . . .



"0906, General Yoshiji Umezu, Chief of Staff, Japanese Army Headquarters, signed for Japan. . . .



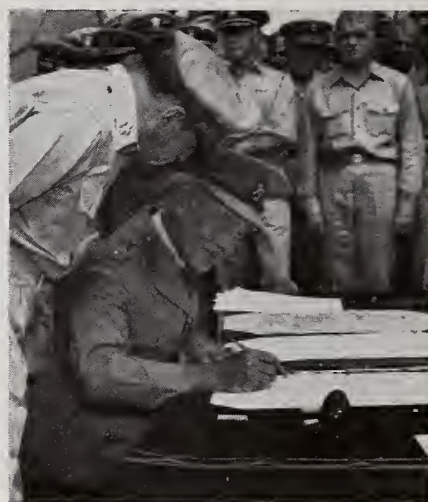
"0908, General of the Army Douglas MacArthur, the Supreme Commander for the Allied Powers, signed for all nations.



"0916, Lt. General Kuzma Nikolaevich Derjyanko signed for the United Soviet Socialist Republic. . . .



"0917, General Sir Thomas Blamey signed for Australia. . . .



"0918, Colonel L. Moore Cosgrave signed for Canada. . . .

CONTINUED

The Surrender Aboard The U.S.S. Missouri—30 Years Ago.

while he had eyed Russia with open hostility. He was also in physical torment. He had lost a leg to an assassin's bomb years earlier and he wore in public an artificial leg, a gift of the Empress, which pained him. In private he used crutches. When he came forward to sign, he courteously removed his silk hat. But when some onlookers who knew nothing about him personally viewed him with ill-concealed contempt as the chief Japanese signer, he finally put his hat back on and adopted a cold mask.

Shigemitsu was sentenced to seven years in Sugamo prison in the war crimes trials that followed, which shocked the relatively few Ameri-

cans with personal knowledge of him. In 1949, he was visited in prison by Lt. Roger Pineau, USNR, a graduate of the Navy's WW2 Japanese language school. Pineau found Shigemitsu to be kind, intelligent, cooperative, tolerant, courteous and witty.

Pineau, today a Navy Captain and director of the U.S. Navy Memorial Museum in Washington, D.C., was then researching the Japanese side of WW2 for Samuel Eliot Morison's U.S. naval history of that war. Pineau could not understand why Shigemitsu was in prison. No war crime could be attributed to him. Later in the year, Pineau had an opportunity to plant a question with Bob Sherrod, of Time Magazine, on

Lawrence Spivak's radio version of Meet the Press. Sherrod directed Pineau's question to Joseph B. Keenan, who had been chief counsel for the prosecution at the Japanese war crimes trials. "Why is Shigemitsu in prison?" Sherrod asked Keenan. The surprising answer by Keenan was that he didn't think Shigemitsu should even have been tried much less sentenced—but that the Russians had demanded it.

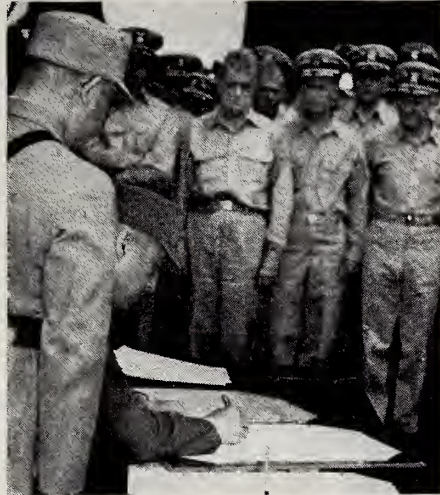
Partly as a result of this broadcast, as well as of other protests by knowledgeable Americans, Shigemitsu was released a few months later. He soon became Japan's Foreign Minister again. The next time he appeared in the United States, the red carpet was out for his plane as it landed in Washington. When Pineau, who was back in the

THE DECK LOG OF THE MISSOURI. (Including some misspellings.)

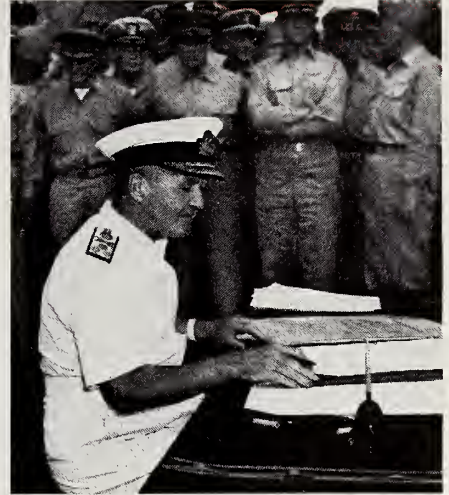
ALL PHOTOS COURTESY OF WIDE WORLD UNLESS OTHERWISE CREDITED



"0912, Fleet Admiral C. W. Nimitz signed for the United States. . . .



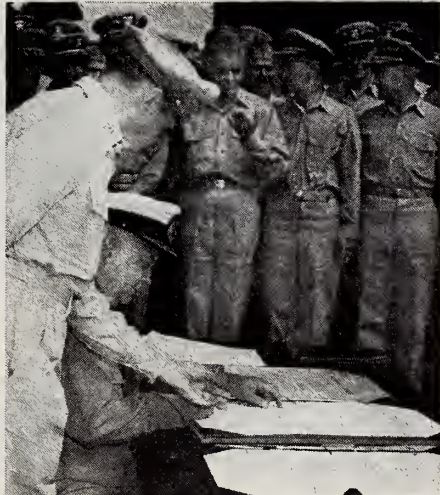
"0913, General Hsu Yung-Chang signed for China. . . .



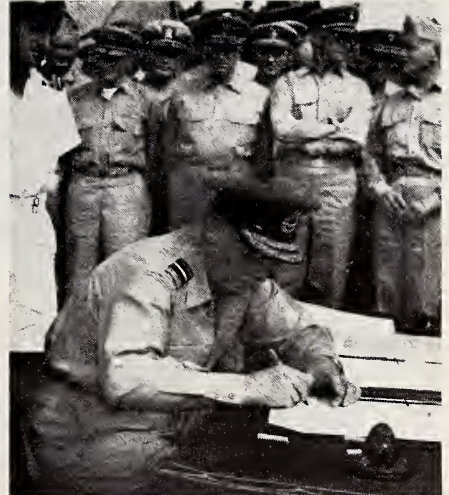
"0914, Admiral Sir Bruce Fraser signed for the United Kingdom. . . .



"0920, General LeClerc signed for France. . . .



"0921, Admiral Helfrich signed for the Netherlands. . . .



"0922, Air Vice Marshall Isitt signed for New Zealand. . . . 0925, ceremony completed."

crowd, shouted a greeting in Japanese, the visiting Foreign Minister stopped the welcoming ceremonies to bring Pineau-san forward and put his arm around him.

Some reporters on the *Missouri* still believed years later that Shigemitsu was a cold, baleful person. But under only slightly less painful circumstances he had a wit worthy of an American GI. He had vowed not to shave until released from prison, and when Pineau first saw him his beard was down to his waist, after three years of confinement. The head of the prison, who was as fond of him as Pineau became, said: "Shiggy, why don't you shave?" Pineau says that "Shiggy" leaned soberly on his crutches and with a hint of a twinkle in his eyes said: "I don't have time."

The second person to sign the Instrument of Surrender was General Yoshijiro Umezū, chief of the Japanese Army general staff. The whole war in the Pacific had been the brainchild of the Japanese Army, and the Allies were determined that the head of the Army should sign the Instrument. It was still possible that Army diehards, who had already tried by force to stop the Japanese broadcast of the Emperor's surrender announcement, might make more trouble. Their boss was jolly well going to put his name on that paper.

If Shigemitsu had been willing to accept the unpleasant task of surrendering in a war that was not of his making, Umezū, one of the war-makers, was not. He had opposed the surrender, and threatened to commit suicide rather than sign the

Instrument, until the Emperor personally told him to cooperate. He came forward frigidly in full military dress, signed standing up and backed off, his face a stern mask.

One of the Japanese observers, Toshikazu Kase, of Shigemitsu's staff, said later that the experience was torture, but that MacArthur's opening remarks about the "emergence of a better world out of the blood and carnage" helped transform the *Missouri's* decks into "an altar of peace" in his eyes. As a diehard soldier, one can imagine Umezū's pain from some of the passages in the Instrument.

"We hereby proclaim the unconditional surrender to the Allied Powers of the Japanese Imperial General Headquarters and of all
(Continued on page 44)



A palm oil plantation on Sumatra. Second largest of the Indies, parts of her coast are 40 miles from mainland Asia.

Spotlight On Indonesia

The moment of truth of the “domino theory” draws near for the crowded people of the fabulous Indies.

By **THOMAS WEYR**

THE BIGGEST, most populous and potentially richest domino left standing in Southeast Asia after the fall of Vietnam is an archipelago of 13,500 islands that stretches for 3,000 miles along the Equator from the coast of Malaysia to Australia—the Republic of Indonesia. Not that the island nation of 126 million, Asia’s third most populous after China and India, looks like the next domino. Thailand does. Nor is Indonesia as threatened by direct communist aggression as, say, South Korea. But she is as vulnerable as they are, and, given her cornucopia of natural wealth and strategic importance, infinitely more tempting.

A takeover of Indonesia by the

communists—which was averted in a bloodbath just a decade ago—would be a major disaster for American, Japanese and free world policy in general—far more devastating in its global implications than the communist triumph in Indo-China. The Philippines could hardly remain free for very long thereafter. At the very least, Australia and New Zealand would be threatened and hard to defend, perhaps even be forced to go neutralist.

Japan’s sealanes to the oil wells of the Middle East would be subject to communist whim. Shipping between the Pacific and Indian Oceans could be disrupted, since Indonesia’s islands form the straits that link them.

Red China is one of the nations

pushing for sovereignty at sea for at least 200 miles offshore. There is no way from the Pacific to the Indian Ocean without passing much closer than that to Indonesian territory, short of going around New Guinea, nearly 4,000 miles east of Singapore.

And the communists would inherit riches that have enticed foreigners for centuries: tin, oil, spices, rubber, timber, copra, tea, coffee, palm oil, cacao, tapioca, natural gas, copper, nickel and bauxite (aluminum ore). Also, they would take over the foundations of an embryonic, bumbling new industrial potential, which, if it should proceed in orderly fashion, could make Indonesia a rival to Japan in the 21st century. That is especially tempting to a people like the Chinese who tend to think in terms of generations and centuries. It is equally tempting to the masters of Hanoi, the Indonesians fear.



The sprawling Republic of Indonesia, which nearly exterminated its rampant communist party in 1965. Now, with the

fall of South Vietnam and the departure of our forces there, red guerrilla activity is being stepped up in nearby Malaysia.

The modern history of Indonesia leads directly into her present position as a world danger spot. After centuries of being a rich Dutch colonial empire, the Indies were swiftly conquered by the Japanese in 1942. They were the prime source of oil and many other raw materials that were essential to Japan's aims in WW2.

When the war was over and the Japanese departed, the spirit of Indonesian independence took over, and by 1949 the Dutch gave up all further claims. The rabble-rousing Sukarno, who had led resistance to the Dutch, assumed a personal dictatorship as the Father of Independence, and remained a popular hero of enormous proportions for years.

But his ability to run things did not match his popularity. To hold onto political power when his mismanagement began to threaten it, he wooed the support of the growing Indonesian Communist Party, the PKI, though he had earlier fought the communists and at one point had many of their top leaders killed.

With his support, the PKI grew in influence and power. In the early 1960's, communist-led violence was rampant on Java. British and American installations were burned by uncontrolled mobs, while vast organized throngs massed to hear anti-Western speeches by Sukarno. Soon, the PKI

was arranging ties between Peking and Sukarno which alarmed the Indonesian army and large segments of the population that had been invisible during the communist-led riots.

When the PKI brashly demanded its own armed force, Indonesia's army generals exploded. The PKI responded by trying to wipe out the army leadership on Oct. 1, 1965. Six generals as well as the daughter and aide of the Minister of Defense were murdered.

GRAPH/PHOTO RESEARCHERS—BERNARD P. WOLFF



Jakarta, Indonesia's capital on Java, now one of the world's biggest cities. A great influx of unemployed farmers has led to making it a "closed city."

Spotlight On Indonesia

his eyes toward the West and Japan.

The great massacre of communists might have been sufficient cause to have excited outright intervention by Red China in 1965, but the timing was wrong. China was then wracked by internal troubles, while United States forces in Vietnam placed a strong Western military presence to the north, as an umbrella shielding Indonesia from any rain of Asian communist intervention.

Now the umbrella is gone. Communism on the Asian mainland has moved a step closer down the Indo-China peninsula in South Vietnam and Cambodia, and is again stepping up its agitation in Indonesia's nearest neighbor—Malaysia. Guerrillas there are said to be using United States arms left in Vietnam.

An Indonesia free of communist threat had a ten year breathing spell to pull herself together from the shambles inherited from the sequence of Dutch and Japanese rules and the disaster of Sukarno's regime.

Ideally, her prosperity and political stability should be well enough along to make internal communist subversion difficult, and she should be able to form a policy toward North Vietnam and Red China to make her reasonably safe from dangerous external communist interference.

But she is so far from having realized any such position that the future of Indonesia is totally uncertain today. The importance to the whole world of her raw materials, and her command of vital sealanes, could make her the seat of the next world conflagration, given the right spark. She is the center of vast Western and Japanese interests that have been encouraged by Suharto for a decade, while she is the apple of the eye of Red Asia.

If Indonesia had no other security problems, her geography, and her political, racial, religious and class diversity would be serious matters, in a sea of enemies, to a far stronger central government than she has. Her geography is really indefensible against a strong, determined foe, without outside help.

Indonesia's land masses have been divided into three major named island groups, plus western New Guinea (now West Irian, or Irian Barat—formerly Dutch New Guinea).

The larger islands—Sumatra, Java, Borneo and Celebes, with their host of tiny offshore islets, are the Greater Sundas. The capital is Jakarta



In the early 1960's, red-led mobs ran wild in Jakarta. Here they burn the British Ambassador's car in support of Sukarno's war with Malaysia. They later burned the British embassy and sacked American installations, as Sukarno egged them on.

TURNABOUT. When the communist PKI tried to murder Indonesia's army leaders in 1965, the army, supported by much of the populace, all but exterminated the large communist party and its supporters. Below is all that remained of PKI headquarters.



(Batavia under the Dutch), near the western tip of Java.

The string of smaller islands east of Java are the Lesser Sundas.

Between Celebes and New Guinea are the Moluccas, the fabulous Spice Islands of history.

At the last census, more than 112 million people inhabited the Greater Sundas, seven million populated the Lesser Sundas, there were about a million in the Moluccas and another million, many of them primitive tribesmen, in mountainous, jungled western New Guinea and her offshore isles.

The Moluccas and New Guinea include several places well known to many WW2 veterans, such as Halmahera and Morotai in the Moluccas and Biak and Hollandia in New Guinea. Hollandia—where MacAr-

thur set up his headquarters above Lake Sentani after leaving Australia—is 2,325 air miles from Jakarta and closer to 3,000 miles by sea.

The principal seat of Indonesia's government, industry, agriculture and population is the densely populated island of Java. The swarm of other islands offer prime targets for guerrilla movements, aided from the outside, to chew away at Indonesia. Even if it couldn't get a ready foothold on Java, a planned "War of Liberation" could create disturbances and petty guerrilla activities on such a host of outlying islands that Jakarta could be given more flies than she could swat. To top that off, Indonesia owns only a part of three of her major islands, Timor, Borneo and New Guinea, so that—though she is an island republic—she

has international land boundaries on them. Heavily jungled Sumatra, largest of the islands, extends to the west of the Malay Peninsula on the Asian mainland, separated from it only by the narrow Malacca Strait, off of Malaysia and Thailand. Parts of Sumatra are less than 50 miles from Asia's mainland, while its western tip is 1,125 miles from Jakarta.

Indonesia shares Borneo with two states of Malaysia, against which the ambitious Sukarno once started a war. She shares New Guinea with Australian-run Papua, occupying the western end and offshore islands.

She has long shared the fairly large island of Timor—which stands over Darwin, Australia—with Portugal. The new Portuguese government has told Portuguese Timor that it could go free and hold an election this year to decide its future rule. There is a considerable Chinese population in Portuguese Timor. Indonesia would hope that it would vote to join Indonesian Timor, but is nervous about the election.

Indonesia's wealth—much of it undeveloped—is scattered throughout all of her isles. The major Indonesian ports on Borneo range from 465 to 900 watery miles from Jakarta, and are outlets for rice, tobacco, millet, copra, pepper, bauxite, coal, iron (which is scarce in the Indies) and oil—including the fabulous oil of Balikpapan. Borneo is the world's third largest island, after Greenland and New Guinea. Including the Malaysia part and the British protectorate of Brunei, Borneo's population was close to seven million in 1970.

Sumatra has more than 19 million people stretched out along its 1,060 mile length, a great deal of which is high mountain and low swampland. It raises many food crops, plus tobacco and rubber. It has numerous small industries, such as leather crafts, as well as undeveloped water power and mineral resources.

NATURE has been as bountiful to Java as to any place on earth, while it has a tolerable climate for an equatorial land. As a result, it is crowded with a profusion of humans, plants, animals, fish and reptiles. The countryside is one of the most densely populated rural areas on earth, while Jakarta ranks with the world's 15 biggest cities.

A mere beginning to the list of Java's products would include rice (with enormous irrigated acreage), maize, sugar, coffee, tea, teakwood, rubber, fish products, coconuts, tobacco, quinine, coal, petroleum, tapi-

oca, essential oils, bananas, mangoes, bamboo, soybeans, kapok, peanuts and citrus fruits. After WW2, numerous small industries sprang up, many of them no larger than local cooperatives using hand labor exclusively. A bare beginning was made on larger industries, such as rubber processing, textiles, soap factories, paper mills, plywood manufacture, ceramics, tile, porcelain and coconut oil processing.

The Lesser Sundas, east of Java, include Bali, Lombok, Sumbawa, Sumba, Flores and Timor.

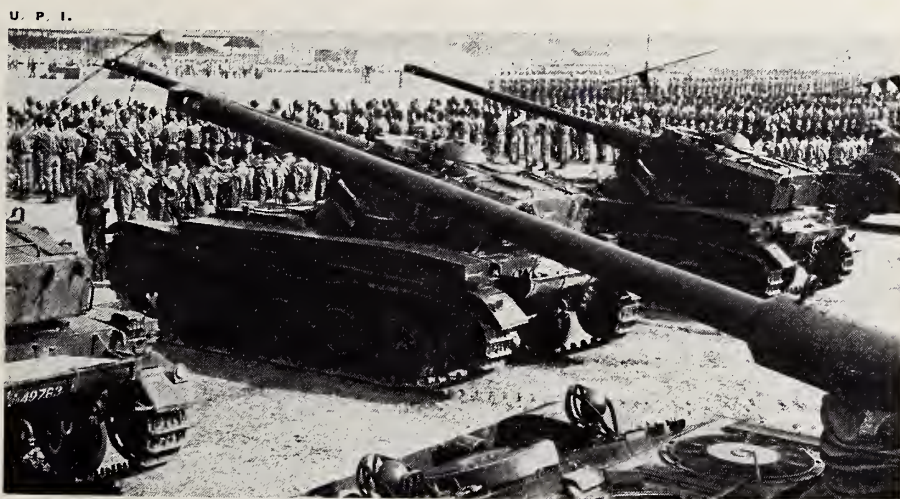
The nearly 2½ million people on Bali raise a great variety of tropical foods. There is a meat processing industry there, while Bali does a big tourist business. Sumbawa has fabulously rich soil which has not yet been well-developed. Horses and cattle thrive there. Flores is poorly endowed with harbors. Maize and coconuts are the chief products, and Flores exports coconut products. Sumba has a similar economy.

The great mountainsides on Lom-

panse of more than 1,000 miles.

The Moluccas have a fantastic number of plants from which spices, gums, oils and medicinal substances are extracted. When Western traders first saw the island of Banda, it was covered with a nutmeg forest. Pepper is abundantly grown. The small but important island of Ambon (or Amboina) is noted for its cloves. The Moluccas were not called the Spice Islands for nothing. Columbus hoped they might be part of his discoveries. As in most of the Southwestern Pacific islands, huge amounts of coconut are also grown for the soap and cosmetic factories of the world and the many other commercial uses of this great tropical crop. It has replaced considerable spice acreage along the Molucca seacoasts. There is petroleum on Ceram.

Throughout many of Indonesia's islands, valuable tropical hardwoods are native—sandalwood, teak, etc., while Indonesia is one of the leading world sources of tin. Other resources include lead, coal, topazes,



An Indonesian army military display in 1965. It is hardly up to defending all of the islands, while the navy and air force are woefully short of being able to.

bok are undeveloped, her lowlands are highly cultivated, while the people are craftsmen in many fields. Rice and coffee abound, while the people weave cloth and mats and fashion works in gold, silver and iron. The Lombok Strait is the border between Asian and Australian plant and animal life forms.

Timor, which is similar to northern Australia in climate, has been little developed. It grows maize, rice, coffee, coconuts and rubber. For many years it has been known to have commercially feasible oil and manganese deposits, as yet unexploited. This easternmost of the larger of the Lesser Sundas is 1,200 miles from Jakarta.

The center of the Moluccas is more than 1,500 miles from Jakarta, and the chain covers a north-south ex-

diamonds, platinum, copper, anti-mony and gold.

After the massacre of communists in 1965, Red China initiated a tiny movement to nibble away at Indonesia by claiming sovereignty over the Natuna Islands, in the South China Sea, off of South Vietnam, but closer to Borneo. South Vietnam claims them too, though they are internationally recognized as Indonesian. It was only a claim then, but, in 1974, with the American Vietnam forces gone, China made air and sea military demonstrations in the area to keep its claim alive. Recently, Indonesia announced oil discoveries there. We may hear of the unheard-of Natunas again.

The defense of Indonesia's geographical expanse requires air and sea power above all else. But you



Millions of ricefield workers (above) were displaced when the present government of Indonesia introduced modern methods of rice farming. Swarms of jobless peasants flocked to the

cities, forming a great army of unemployed. Their plight erupted in violence last year, largely against prosperous Chinese and Japanese, whose establishments and goods were sacked.

CONTINUED

Spotlight On Indonesia

can dismiss what stands for her air force and navy as impotent. For strategic purposes, they are the same as non-existent. Her only fairly potent force is her army, most of which is on Java.

There is nothing unified about her people. They speak a host of languages and follow many gods. The official language is Bahasa Indonesian. Other principal languages are Javanese, Sundanese and Madurese. Dutch, and pidgin forms of it, also exist. The main religion is Muslim. There are also Christians, Buddhists and Hindus, as well as numerous followers of pagan religions. Native Indonesians generally dislike the Chinese and Japanese, while native Chinese are the backbone of the Indonesian business world and Japan is by far Indonesia's most important foreign trader and investor. The centuries of Dutch rule prevented the rise of a substantial native governing and business class.

Divisions between rich and poor, which always provide a platform of discontent on which to mount political revolutions, have always been extreme in Indonesia. Poverty has characterized the condition of the "masses." In its ten year effort to raise the standard of living and develop the amazing resources of the Indies, the Suharto government has unintentionally widened the gap be-

tween rich and poor. The first to receive the rewards of a budding modernized economy are those who develop it. Until increased production is satisfying more needs and training more skilled workers, the chief beneficiaries of economic growth are its planners, managers and specialists. The growing prosperity of a small rising class of new "builders" has thus heightened the contrast between them and the unskilled. Many of them are the disliked native Chinese businessmen and temporary Japanese residents.

Meanwhile, attempts to improve agriculture by modern means have displaced millions of farm workers, who have swarmed to the cities looking for jobs that aren't there.

One cannot think in Western terms of economic conditions in Indonesia, and farming is a good example. Her teeming millions scrape out a bare subsistence, for all the richness of her potentialities—especially on Java, where 70% of all Indonesians live (only about 50,000 leave the island each year to settle in emptier places like Sumatra, Borneo or Celebes).

Traditionally, Java had a culture of "shared poverty." The idea was simple: as population grew in rural areas, you made room and work for it. The ideal crop was rice, and people's wants were simple. Older peasants "just moved over and gave the newcomers a foot or two of land." It worked fine in 1810, when

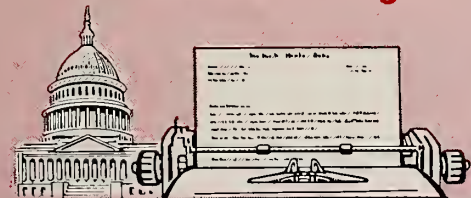
Java had five million people. It became tougher when 80 million tried to survive in the same space.

When the Suharto government tried to help by introducing hybrid rice and mechanical farming methods, surprising things happened. High-yield hybrid rice requires fertilizer and the purchase of new seeds every year. This required cash, and more know-how than the average ricegrower had. The know-how and the cash fell to "large" landowners who had five or six acres or more. Gradually, more and more of the rice-land moved into their hands, while the smaller farmers became sharecroppers, who also borrowed cash to get new seeds and fertilizer. Many others became a farm labor force, moving from field to field and no longer growing their own. Then a cheap, Japanese rice-huller was introduced, displacing the work of many hands.

At the same time, a rice-harvesting religious custom that provided a little work for many hands went by the boards. The native rice had a "soul," which required that millions of women "sneak up" on the stalks to cut them individually in a certain way. If it was a wasteful way to harvest, it provided a few pennies of income for a large number of people. But the hybrid rice had no "soul" and needed no such special, labor-making treatment. It was foreign. The net result of all this was that the rice-farm-

(Continued on page 35)

Dateline Washington . . .



U.S. AIRCRAFT SELL ABROAD.

END OF MANDATORY RETIREMENT?

BANKS TOLD: SHAPE UP SECURITY.

The recent sale of 350 F-16 lightweight fighter planes to NATO nations Denmark, Norway, Holland and Belgium--widely heralded by our government as "the arms deal of the century," with a \$2.1 billion price tag--is only the tip of the iceberg in the sale of aviation to foreign countries, according to Washington sources.

Last year, the aerospace industry sold overseas some \$3.4 billion worth of aircraft--everything from Piper Cubs and executive jets to the giant 747s--giving a large helping hand to our nation's balance of payments.

Over the past five years, the United States has sold \$11 billion in aircraft and another \$7.8 billion in parts and accessories to foreign buyers, which, in large measure, helped to maintain the aerospace work force in the United States close to a million workers.

The F-16 plane sale is expected, according to General Dynamics Corp., to create 65,000 jobs in the United States; and sales could run between two and three thousand aircraft worldwide over the next 20 years.

• • •

The more than a million Americans who are forced to retire each year at age 65 or over may not have to be put out to pasture if 42 Congressmen have their way about it. In following up the Pension Reform Act of last year, Illinois Rep. Paul Findley and 41 House cosponsors want to amend the age discrimination law now on the books so that employers cannot force an employee to quit working just because he reaches an arbitrary age.

On the other side of the Capitol, New York Sen. Jacob Javits is leading the fight. He says: "... I believe that mandatory retirement at age 65 can no longer be regarded as a sacred cow, and, accordingly, we should begin grappling with the concept of a flexible retirement age. . . ."

• • •

As robberies and other crimes against banks continue to mount, the Federal Reserve System here is cracking down on lax

bank security. The Federal Reserve says that, surprisingly, the principal security weaknesses include surveillance cameras inadequately installed and maintained to get useful pictures; "bait (or marked) money" not provided each teller; alarm systems that don't work; too much cash in the teller cages, and unguarded valuables.

The FBI reports that in 1974, external crime against federal insured and regulated financial institutions involved 2,817 robbers, 359 burglaries and 309 larcenies, for a new yearly high of 3,485 offenses.

The Fed wants the banks to listen to security officers and heed their recommendations; and to institute better employee crime prevention training programs.

PEOPLE & QUOTES

STANDING BY FRIENDS

"We may be entering a new era which will be very visible in showing America has the will in the short period as well as the long run to stand by its Allies." President Ford.

COMPETITIVE EDGE

"... this is a competitive world and we must maintain a competitive edge or fall back among the also-ran nations." Under Sec'y of Agric. J. Phil Campbell.

NUCLEAR OBLIGATION

"We are not neutral in the struggle between freedom and tyranny. But we owe our people and mankind an untiring effort to avoid nuclear holocaust." Sec'y of State Henry Kissinger.

BUDGET BLUES

"Virtually everything is under federal control nowadays except the federal budget." Sen. Herman Talmadge, Georgia.

COMPETITION'S FOE

"We believe competition works to the disadvantage of the average (telephone) user, and where it does, we are determined to fight it." John DeButts, board chairman, AT&T.

CIA VIEWPOINT

"I only ask that we Americans protect our Nation's sources in the same ways the journalist protects his." William Colby, director, CIA.

COLOR IT POLITICS

"Even if by some miracle we could get all the fiscalists and monetarists to concur, the ultimate decisions would be political much more than economic. Walter B. Wriston, chairman, Citicorp.

FAITH FACTOR

"A free society operates largely on faith--the faith of one segment that other segments can be trusted to do what they should do and what is right and proper. Sen. Robert C. Byrd, W. Va.

WASHINGTON
PRO & CON



Opposing Views by Congressmen on The Question . . .

SHOULD THE HOUSE INTERNAL

ON JANUARY 14 of this year, the House of Representatives, without a direct, recorded vote on its merits, abolished the House Committee on Internal Security and transferred its jurisdiction to the Judiciary Committee. On January 15, I introduced H. Res. 67 to reestablish it.

In contrast to the House action, an April 1974 public opinion poll by Opinion Research Corporation showed Americans by 2-1 favoring retention of HCIS over its abolition and transfer of jurisdiction. A whopping 89% overwhelmingly supported the citizen's right to be fully informed of subversive activities. These results indicated once again why the people's representatives in the House, since 1930, have heavily supported internal security investigative committees under various titles.

Committee probes of Nazi and Fascist activities in the 30's and 40's, continuing information on Communist activities in the 50's, investigations of the Ku Klux Klan, Black Panther Party and the Students for a Democratic Society in the 60's—all were obviously viewed by the American electorate as necessary and useful. Similarly, more recent major investigations covering attempts to subvert the Armed Services, revolutionary activities in prisons, subversive influences in anti-war activities and demonstrations indicate the serious and vital nature of HCIS's mandate.

Other recent contributions by the Committee included early information on the Symbionese Liberation Army-Patty Hearst affair which provided necessary background on this little known group; a report on the danger of political kidnappings as an extremist weapon—months before any American victims were involved; and extensive hearings and a study on international terrorism discussing those groups and individuals throughout the world

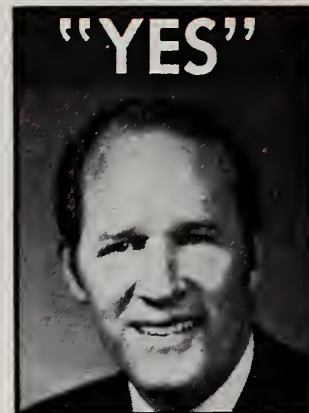
who were involved.

FBI director Kelley has cited as a principal internal security problem the "real threat of violence by terrorists . . . and the continuing activities of revolutionary activists and racial extremists." In recent years the Pentagon, the Capitol and the State Department have been targets of destructive bombings. New sophistication in weapons—the possibility of homemade nuclear bombs and the reality of shoulder-operated antiaircraft missiles—increase tremendously the danger presented by terrorists and revolutionary activists.

The various functions of the former Committee on Internal Security now reside in the overworked Judiciary Committee. After 4½ months no subcommittee for internal security work has been established, no funds have been appropriated and the few HCIS employees to be retained will be assigned temporary custodial duties. To me this is a dangerously inadequate disposition of the very vital internal security function.

The American people have always supported the important work of the House Committee on Internal Security. They have a right to see the Committee restored.

"YES"

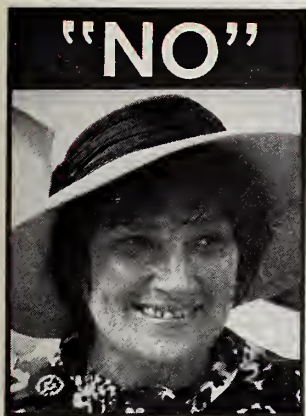


Rep. John M. Ashbrook
(R-Ohio)

John M. Ashbrook

If you wish to let your Congressman or one of your Senators know how you feel on this

SECURITY COMMITTEE BE RESTORED?



Rep. Bella S. Abzug
(D-L—N.Y.)

AT THE beginning of the current Congressional session, the U.S. House of Representatives voted by a large majority to eliminate the Committee on Internal Security (formerly the Committee on UnAmerican Activities) as a standing committee, and transferred part of the jurisdiction of HISC/HUAC to the Judiciary Committee.

Behind this vote was a recognition that during the 30 years it functioned as a standing committee of Congress, the Internal Security Committee had consistently abused the rights of witnesses called before it, produced less legislation than any other committee of Congress, built up an inflated staff and budget and maintained dossiers on 750,000 citizens. Committees of Congress are established to propose and examine legislation; the Internal Security Committee operated solely, in the words of a succession of chairmen, to "expose" those with whose political views and activities members of the committee disagreed. These attacks, over 30 years, on rights guaranteed and protected by the First Amendment finally persuaded Congress that the committee served no useful function.

The record of abuse of due process and the rights of witnesses by the Internal Security Committee, and the waste of funds without any legislative production, convinced most members of Congress that legislation dealing with internal security could best be handled by the Judiciary Committee. However, the rules change eliminating HISC gave the Judi-

ciary Committee jurisdiction over "Communist and other subversive activities," which perpetuates the potential for violation of First Amendment rights. The next Congress should excise this language, thus removing from Congress the possibility that legislative witch hunts could be revived in the future.

No citizen should tolerate the existence of secret files full of gossip, the accusations of unidentified informers and reports on political activities protected by the Constitution. Yet, HISC maintained 750,000 of these files, allowing private groups and individuals to rummage through them and spread their contents around. Over 20 executive branch agencies used to consult these files for employment and other purposes, even though the House of Representatives never voted to open those dossiers to executive branch searches.

It is no accident, in my opinion, that the public career of the first President to resign because of the exposure of criminal obstruction of justice in the White House began on the UnAmerican Activities Committee. The coverups, secrecy and contempt for law involved in Watergate characterized HUAC/HISC during its entire 30-year career and Congress should resist any attempt to breathe new life into the corpse of these committees.

Bella Abzug



I have read in The American Legion Magazine for August the arguments in PRO & CON: Should The House Internal Security Committee Be Restored?

IN MY OPINION THE ANSWER TO THIS QUESTION IS:

YES ☐ NO ☐

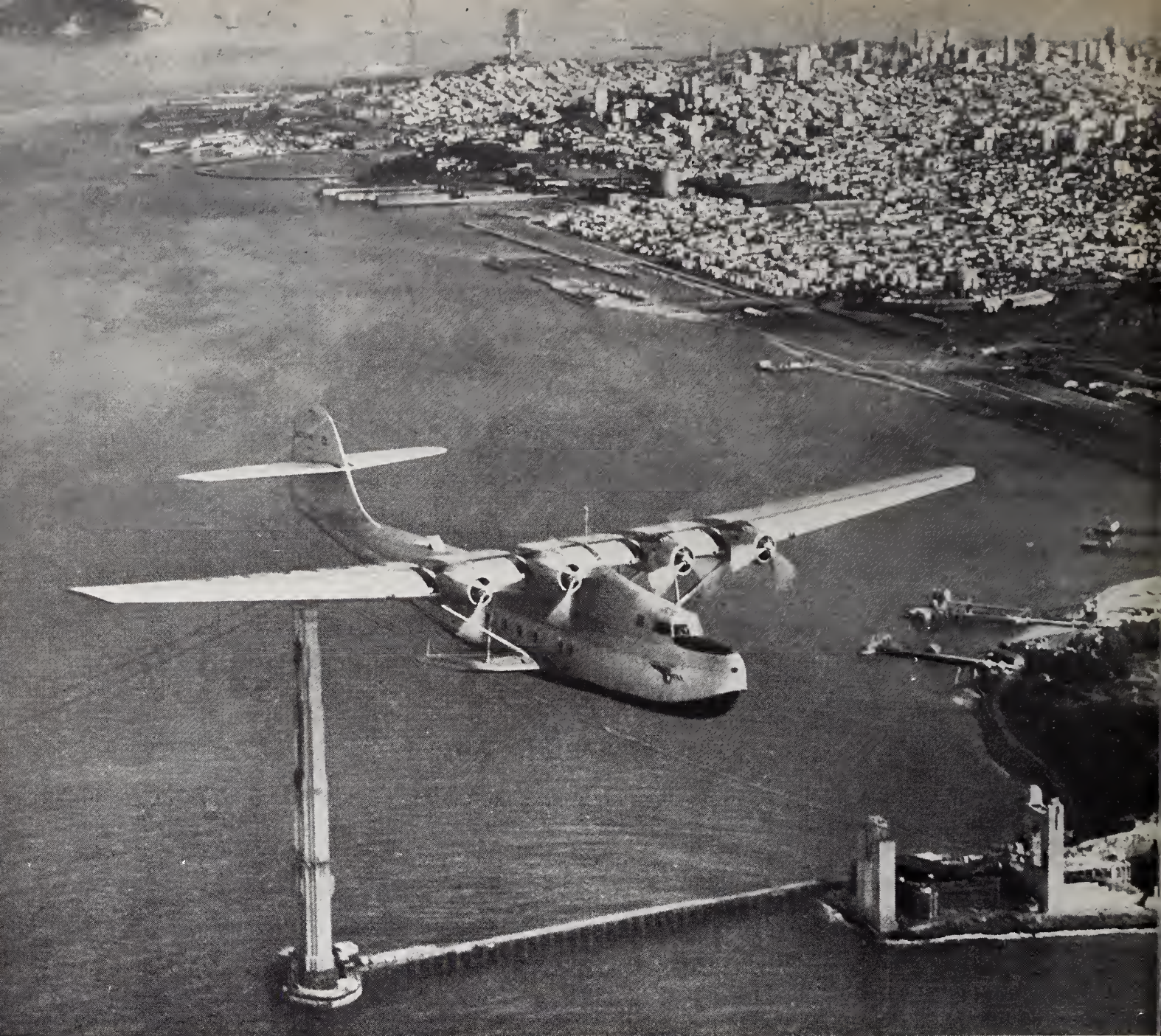
SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

issue, fill out the "ballot" and mail it to him. ➔



WIDE WORLD

Pan Am's China Clipper leaving on a routine flight across the Pacific before there was transatlantic air service.

Those Magnificent Clipper Flying Boats

The day of real luxury in airplane travel was so long ago that you have to be nearly 50 to recall it.

By **LYNWOOD MARK RHODES**

THERE WAS A TIME, believe it or not, when people actually fell in love with airplanes. They didn't just go from here to there by air, they

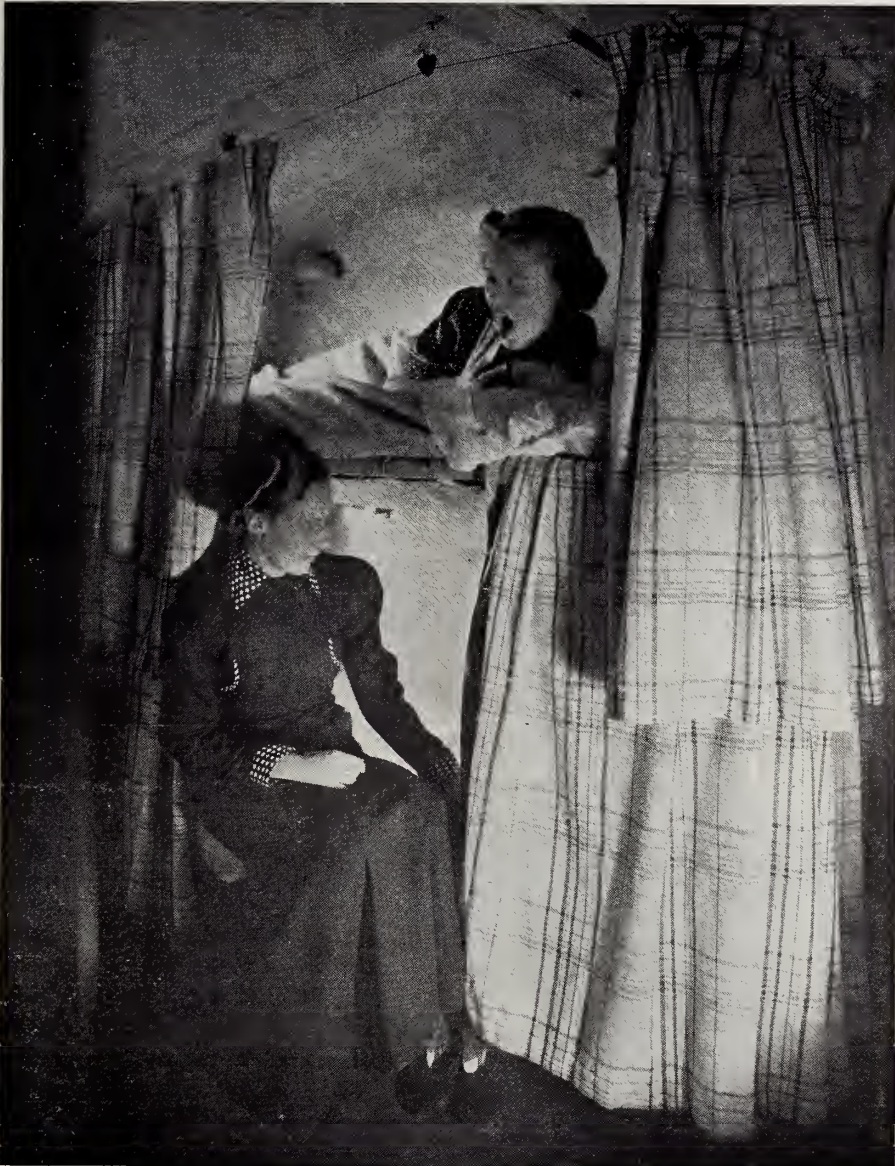
went in style. None of this three-abreast, elbow-in-your-ribs stuff that passes for air comfort today. No cramped legs when the seat forward suddenly reclines against the knees behind, making a tall man feel like

a sardine wedged into a too-small can. Even the jumbo jets haven't revived the honest-to-god luxury that was.

"It has separate decks just like a ship. And a staircase, a *real staircase!*" a travel writer recently overheard a flabbergasted teen-ager exclaim as he stepped off a modern super jet, evidently thinking that such



Dinner is served in a Martin Clipper Ship flying the Pacific in 1936.



It's time to settle down for a night's snooze on the Honolulu leg.

innovations are the fruit of computerized progress. Anyone who remembers the glamor days of air travel will understand why the writer hadn't the heart to tell the young man that it was all there some 40 years ago.

The great, now-dead days of real luxury flying began on Oct. 21, 1936. The place was Alameda, Calif., across the bay from San Francisco, where one of the first three truly long-range airliners—a Pan American Airways' four-engined Martin M-130 flying boat—floated at the end of a ramp, its motors idling, ready to take a fresh hitch in the world's belt. Its destination was Manila in the Philippines, a mind-boggling 8,210 miles away via overnight stops at Honolulu, Midway, Wake and Guam. The plane's name was *Hawaii Clipper*.

It was an appropriate choice. The word "clipper" dredged up the romantic aura of the tall-masted ships which had plied the seas a century earlier. It seemed almost poetic that one of the last of the sailing clippers, the *Star of New Zealand*, rode calmly at anchor nearby. But the hordes of gawking spectators had eyes only for the monstrous seaplane—a great silvery brute with a hull 90 feet 7 inches long, a wingspan of 130 feet, a cruising speed of 130 mph and space for 32 passengers. Behind a 12x14-foot lounge-dining room was another cabin that became a sleeping compartment at night with double-decker berths. It was the largest commercial airplane of its day, "a flying miracle" according to its builder, Glenn L. Martin of the Martin Company in Baltimore.

For Juan Trippe, president of Pan Am, it was a dream come true. He'd pioneered air routes across the Caribbean and along both coasts of South America with the Sikorsky S-38 amphibian and the S-40 flying boat, the first plane ever christened a "Clipper." With few exceptions, all the company's bases and stops in Latin America were at port cities. There was a worldwide shortage of airports in the thirties, and creating a network of seaplane bases was far easier and faster and cheaper than building runways. Besides, forced over-ocean landings were far safer with seaplanes than with landplanes. That seaplanes could land on any large, uncluttered body of water quickly touched them with the exciting magic of faraway places. Other U.S. airlines flew short hops between American cities. Pan Am's big, beautiful flying boats went to Havana, Cristobal, Rio de Janeiro and Buenos Aires. They inspired the first romantic movie of air travel, "Flying Down to

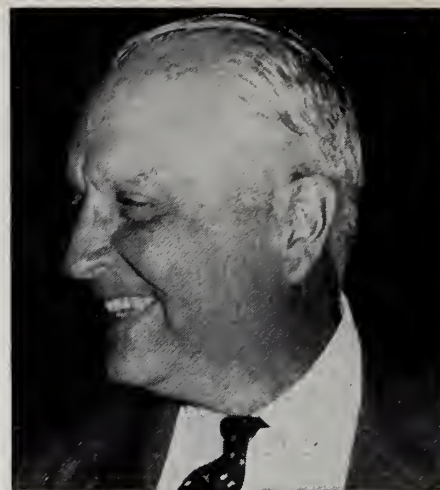
Those Magnificent Clipper Flying Boats

Rio." But when Trippe decided to tackle the Pacific in 1932, there wasn't a commercial airliner available, not even a flying boat, to cover such vast expanses of ocean. No commercial planes were yet flying the narrower Atlantic—or any ocean.

Martin solved the problem for Pan Am with the M-130. The first one, the *China Clipper*, made the inaugural flight over the Alameda-to-Manila route on Nov. 22, 1935. Not even an adventurous pioneer had yet made a lone flight across the central Pacific to the Philippines. The *China Clipper* carried mail and Pan Am employees only that day. The Civil Aeronautics Administration required five round trips before passenger service could

all directions converged on it as though it were a magnet drawing some iron filings. It was a magnificent sight to behold." The *San Francisco Chronicle* headlined the record-shattering event with a cartoon depicting a flying clipper over a 16th century Spanish galleon: "To Manila six days, To Manila six months."

The plane was back at Alameda on December 6, having completed the first scheduled transoceanic flight in history and the first flight by any plane across the Central Pacific to or from the Orient—in the breakdown round-trip time of 123 hours, 12 minutes in the air. (A 707 does it today in 32 hours, 10 minutes.) "It savors



Pan Am's Juan Trippe, the pioneer of overseas air travel and mail service.



Left, a compartment and, right, part of the smoking lounge on a Martin Clipper. The big Boeings were even more sumptuous.

begin. The first trip almost ended in a colossal disaster within minutes after take-off. She couldn't make it over the Oakland Bay Bridge, then being built. At the last minute, Capt. Edwin C. Musick cut under the bridge, narrowly avoiding wires dangling from it. A whole flock of small planes that escorted the Clipper for a while did likewise.

It was the only "incident" of the whole trip.

The big bird could have landed in Manila right on schedule on Nov. 28. But a big celebration in Manila had erroneously been set for Nov. 29, so the *China Clipper* laid over a day at Guam, and landed in Manila Bay at 3:32 p.m., Nov. 29 (which was the 28th back home).

"When the flying boat finally stopped," said a young Filipino who later became Pan Am's maintenance supervisor in Manila, "launches from

of flying carpets," an aviation writer rhapsodized. FDR thought so, too. "Even at this distance," he told the jubilant crew from the White House, "I thrill at the wonder of it."

Most of his fellow Americans agreed. A new route, a new record, a new plane—they were a vivid splash of color in the dismal depths of the Depression. Three days later the *Philippine Clipper* repeated the performance, and what had never been done before became routine. But the real fillip came on that October day in 1936 when paying passengers were first accepted. Americans listened with ears glued to big, clumsy radio cabinets or tiny crystal sets as the announcer in Alameda described over a national hookup the departure of the *Hawaii Clipper* on its maiden passenger flight to the Orient.

More than 1,000 people applied for space on that first flight. The man at

the head of the list had sent a blank check as early as 1932 with a note attached. "I don't know how much it's gonna be, but put me down and see that I get the first ticket." His name was Will Rogers, but he wasn't around to pick up the ticket, having died the year before with Wiley Post when their small plane crashed near Point Barrow, Alaska. Disappointed would-be No. 1s on the list included everybody from bankers to honeymooners. Even as the chosen few clambered up the gangplank—among them an aviation executive, a California oilman, a perennial first-flight fan from Pennsylvania, a Chicago wholesale grocer, several upper crust members of the prop-set—some eager standbys were still trying to wangle a way to get aboard. One determined woman tried to mail herself to Manila at 75¢ an ounce. Another offered to go as livestock at the

air express rate of \$4.13 a pound. A Hollywood actress put in a bid to charter the entire plane for herself and a group of friends. All were refused.

The lucky ones paid \$1,438.20 for the round-trip privilege, a mighty wad of greenbacks back when "Brother, Can You Spare a Dime?" was something more than a popular song in America. The round-trip fare is \$1,165 today, and that's in tourist class. There was only one way to go on the flying clipper. First class with a flourish.

There was one last ocean to conquer—the Atlantic. The M-130 was sturdy and dependable, the cabins as spacious as "an evening at home," but it carried considerably fewer than its 32-passenger capacity when pushed near its maximum range on the Honolulu leg. Which is why Pan Am bought only three of the planes. Depending upon headwinds and mail loads, sometimes as few as seven passengers were on the long haul from California to Hawaii when one of the trio—the *Hawaii Clipper*, *China Clipper* and *Philippine Clipper*—left on its weekly jaunt to Manila. What aviation obviously needed was an airplane which could carry a larger passenger load over a commercially feasible route. And in the thirties, that meant across the Atlantic.

Thousands of American businessmen and vacationers annually packed their steamer trunks and headed for Europe, filling the luxurious ocean liners which promised that "getting there is half the fun." Trippe had wanted to tap the lucrative Atlantic market before the Pacific, but European rivals stymied him at every turn. There were no American-owned stepping-stones in the Atlantic and the British refused landing rights at Bermuda and in England, since they weren't yet ready to compete with their Empire Class flying boats. The French were still making survey flights, and also refused Pan Am the

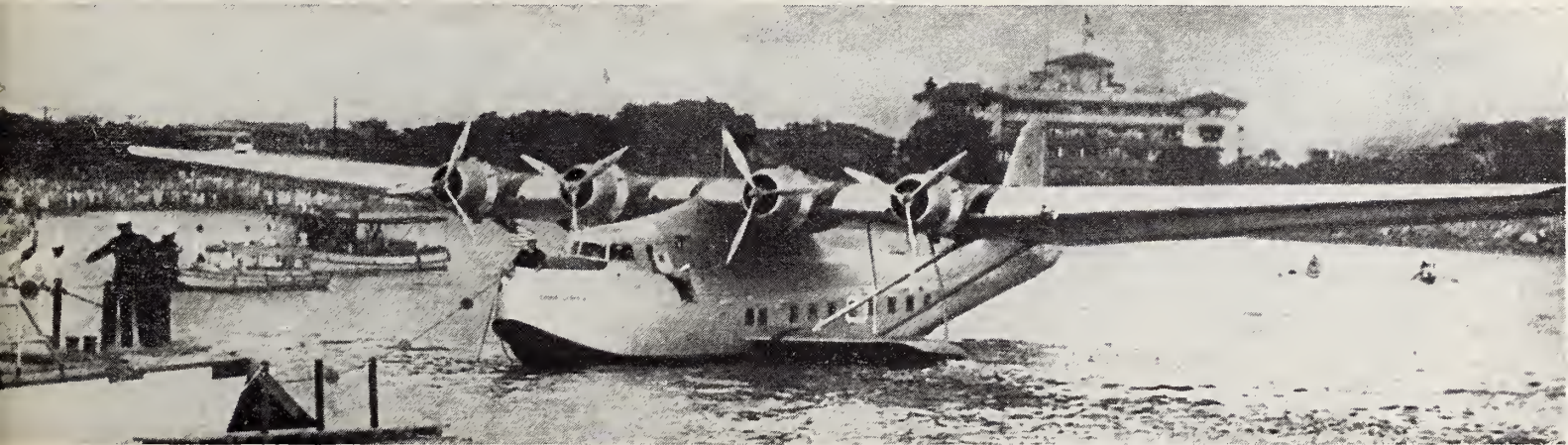


Nobody had flown the Central Pacific to Manila when the *China Clipper* made the first airmail run in November, 1935. Here it is before take-off at Alameda, Cal. Postmaster General Farley sees the mail off while millions listen on radio.

use of any bases. Biding time, Pan Am sent out word in 1936 to Boeing, Sikorsky, Douglas and Consolidated that it wanted a "super" boat that would carry more people faster and farther than the Martins.

Boeing won with the B-314, a four-

engine giant even by today's standards. She measured 109 feet and her tapered wings spanned 152 feet from tip to tip, 21 feet greater than the wingspread of a 707 jet. Her hull mimicked a whale's body. She cruised at 145 mph at 5,000 feet, weighed



The *China Clipper* sat down at Manila in routine fashion, to start regular schedules. Transatlantic service was still to come.

Those Magnificent Clipper Flying Boats

49½ tons fully loaded, and could carry 89 persons, though, for chic comfort, accommodations were often reduced to 70 or so, to offer even greater luxury than is found nowadays in the first-class section of a jumbo 747. Boeing launched the first super-clipper, "larger than any of the caravels sailed by Columbus in the discovery of America," into Puget Sound at its Seattle plant in May 1938. The war threat was hanging heavy over Europe at the time, and the British and French reluctantly agreed to let Pan Am begin service with bases on their soil.

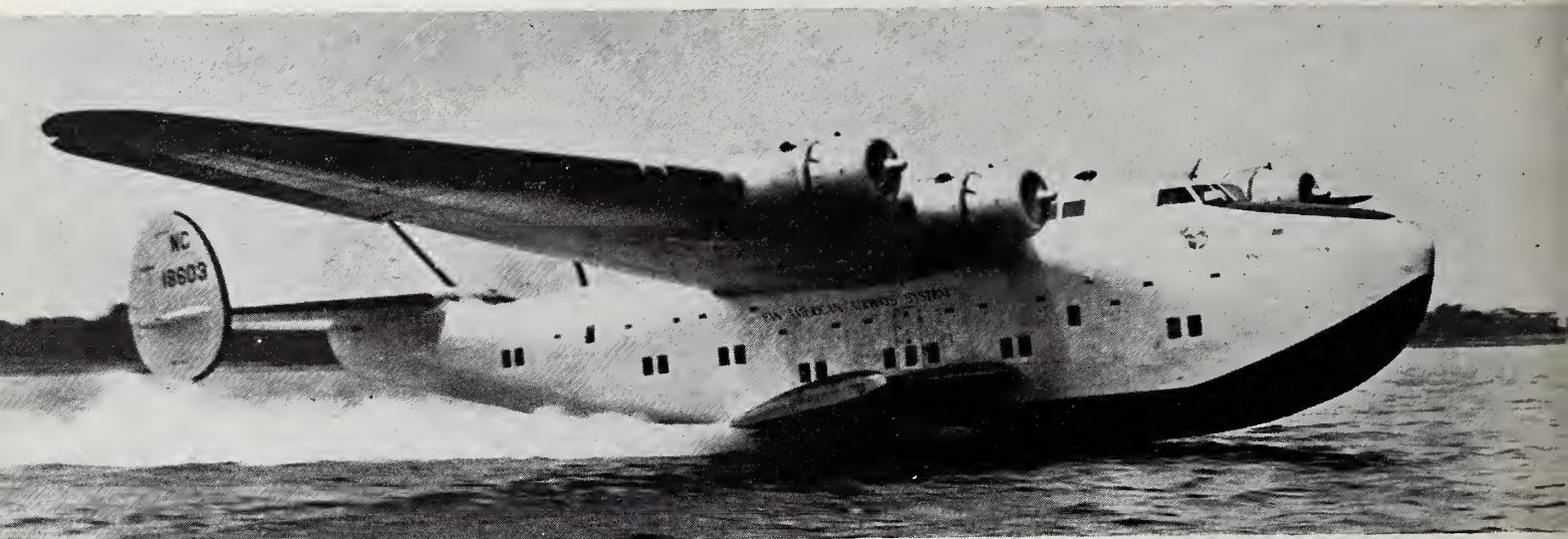
In February 1939, a B-314 flew down the West Coast for an appearance at the Golden Gate International Exposition (San Francisco's answer

the day, some ten miles distant, Lucky Lindy had taken off on his historic hop to Paris.

"As the Clippers fly," *Life* soon told its readers, "Europe is only 23 hours from New York. Twice each week, weather permitting, the great flying ships whirl up and head out over the Atlantic for Horta in the Azores, and Lisbon, Portugal," then on to Marseilles, France, or Southampton, England. This was the so-called, year-around "Southern route." During the summer months, a Pan Am announcer also called out the Northern route: "Plane departing for Newfoundland, Ireland and Southampton. All aboard." As simply as that, flying to Europe became a reality in the Clippers that began

in filmy, ankle-length skirts as the stewards helped them aboard—the glamorous comings and goings smacked of the stuff that dreams were made of.

"The Yankee Clipper . . . ah, the *Yankee Clipper*," a Texas banker recalls today, remembering the Movie-tone newsreels from his youth. "She set a million youngsters like me to daydreaming on the job, wondering how \$28 a week could be stretched to cover a round-trip to Lisbon. The gooseflesh lingered as you walked out of the theater and into the nearby WPA-built park with signs on the streetposts urging enrollment in the CCC. But no matter. You had faith in democracy and always knew that a better day was coming when you'd be walking across that gangplank in a Panama hat. Many of us



Boeing's big *Yankee Clipper* took off from Long Island Sound on the first commercial trip across the Atlantic on May 20, 1939.

to the New York World's Fair), thence to San Diego, New Orleans and up to the Tidal Basin in Washington, D. C., where First Lady Eleanor Roosevelt christened it the *Yankee Clipper*. On May 20th, the gigantic flying boat edged away from the ramp at its home base at Port Washington on Long Island Sound, skimmed "like a pot-bellied whale with wings" across the yachting waters of Manhasset Bay and lifted off "with deceptive ease," went into a climb, veered west and circled the World's Fair while the throngs below waved hats and cheered, then arrowed east to Europe.

Like her Pacific counterpart, the *Yankee Clipper* carried no fare-paying passengers on the first commercial transatlantic flight—just four dozen California marigolds for Great Britain's Dowager Queen Mary and mail sacks stuffed with 80,000 letters. All the same, it seemed incredible that only 12 years before to

shuttling back and forth across the Atlantic with the regularity of the *Queen Mary*.

Newspapers publicized their arrivals and departures, listing names of important passengers—Archduke Otto of Hapsburg, pretender to the Austro-Hungarian throne; Eve Curie, daughter of the discoverers of radium; Annabella, wife of movie idol Tyrone Power; Broadway actors and socialites; just about anyone who was anybody in the late thirties. It was the first jet set, without jets. The *Dixie Clipper* on one return trip brought over a group of svelte models from the Paris style shows, along with trunkfuls of the new Parisian creations, dresses and hats. To moviegoers wedged into narrow theater seats, clutching a nickel bag of greasy popcorn, watching newsreels of the well-heeled file across the gangplank—the men in Panama hats and tailor-made double-breasted suits, the women stepping carefully

even had our favorite pilots. My hero was the *Dixie Clipper's* captain, R. O. D. Sullivan, who, the newspapers said, knew every wave by heart."

In that golden age of travel, such phrases as "leg room" and "aisle space" were never mentioned. No one had to. The flying boats with their blunt, gull-shaped nose hulls may have been a headache for the engineers but they offered the traveler barn-size accommodations. The Boeing B-314 had two decks connected by a real staircase, the top for crew, mail, storage and navigation equipment, the lower main deck for passengers. "For this soaring above the dark Atlantic, passengers enjoy the comfort and luxury of a yacht," *Time* magazine said. "They will find 59 big, deeply upholstered seats arranged in six compartments and another 15 in a smoking-dining lounge. At night, two stewards convert the seats into staterooms with

(Continued on page 39)

AUGUST 1975

HOUSE AND SENATE EACH PASS BILLS TO PROVIDE COST-OF-LIVING BOOSTS IN VETERANS SERVICE-CONNECTED COM- PENSATION AND SURVIVORS BENEFITS:

During June both the House and the Senate unanimously passed different versions of legislation designed to provide cost-of-living increases in veterans disability compensation and survivor benefits...The House-passed measure would provide for a six-to-eight percent increase for those rated 10-50% disabled and a 10% increase for those rated 60% or more disabled...Increases in dependency and indemnity compensation for survivors of veterans who died of service-connected causes would be about 10%.

The measure adopted by the Senate would provide a 14% increase for veterans rated 60% or more disabled and about 12% for veterans with less service-connected disability...Eligible spouses and children of veterans who die of service-connected disability would get a 14% boost in DIC under the Senate bill.

In time sequence, the House bill (HR7767) was adopted first and sent to the Senate...However, the Senate passed its version (S1597), then vacated that action by amending the House bill to include the Senate bill's language and returned that to the House along with a request for a conference...At presstime, a meeting date had not yet been scheduled.

Since both bills call for cost-of-living raises above the Administration's request that increases be held to 5%, any compromise result that comes out of conference may still face the hurdle of a Presidential veto.

VETERANS DAY AND FLAG CODE MEASURES STALLED IN CONGRESSIONAL COMMITTEES:

As Veterans Newsletter goes to press, two legislative items of vital interest to the Legion for many years are stalled in Congress...In the House, legislation to move Veterans Day from the fourth Monday in October to its original Nov. 11th date is awaiting markup in the Subcommittee on Population & Census...Similar legislation has already passed the Senate... There, a flag code bill has been marking time in the Subcommittee on Federal Charters, Holidays and Celebrations because the Administration's

Office of Management & Budget has not yet cleared a report from the Dep't of Defense which supports the flag code measure...When and if the bill gets past these hurdles it will still have to move through the House Judiciary Committee.

LEGION TESTIFIES ON NAT'L CEMETERIES:

Noting that operation of the National Cemetery System had "vastly improved" since jurisdiction and management of its widely separated facilities were transferred and centralized under the VA, Robert E. Lyngh; Deputy Director of the Legion's Nat'l Veterans Affairs & Rehabilitation Commission, recently told a House Veterans Affairs Subcommittee on Cemeteries and Burial Benefits that the Legion had supported the change and was generally pleased with results thus far...However, he noted that the Legion was still not in harmony with the continuing restrictions on burial at Arlington National Cemetery, which is under the jurisdiction of the Dep't of Defense...Only active duty personnel, retired members of the Regular Establishments, Congressional Medal of Honor winners and present or former high officers of the federal government who are also veterans, may be interred at Arlington ... "We say this is the most obvious form of discrimination," noted Lyngh, as he added that "the Legion believes the designation of land from the Manassas Battlefield to be used as an adjunct to Arlington, would be satisfactory and appropriate."

The Legion urged that veterans continue to receive both VA burial allowances and Social Security burial benefits under the theory that the VA benefit is a gratuity rendered for honorable service and the Social Security benefit is an earned benefit.

Also backed was the concept of establishment of state veterans cemeteries with the aid of federal grants and the construction of columbaria (to house crematorial ashes) and mausoleums.

• In a related development, the House of Representatives adopted and sent to the Senate a bill setting aside money for a new VA cemetery in Pennsylvania which specifically stated that it should not be created at

VETERANS NEWSLETTER

Valley Forge State Park...The adverse recommendation grew out of a House Appropriations Committee report which said: "There is no justification for spoiling national shrines or overly developing activities at such locations..." ...This drew the fire of the Pennsylvania Legion which noted that war veterans who fought at other locations were entitled to burial on sacred ground on the same basis as earlier veterans of the nation's conflicts...Pennsylvania's Legion Cmdr Richard Snyder said: "It is wholly possible that if these men and women had not done such a magnificent job in defeating Germany and Japan, that the sacred soil of Valley Forge might now be a concentration camp."

WARTIME BENEFITS OPPOSED FOR PEACETIME EX-SERVICE PERSONNEL:

The Legion has called upon Congress to enact legislation which would cut off eligibility to wartime benefits for persons who enter active duty in the armed services during peacetime...U.S. participation in the Vietnam War ended Jan. 27, 1973 and the military draft ended June 30, 1973... On May 7 this year, President Ford terminated certain wartime benefits effective the following day and also asked Congress to enact legislation ending educational benefits for peacetime service personnel...The Dep't of Defense opposes this because of the adverse effect the loss of them might have on recruiting...The Legion has no objection to the development of an educational program for peacetime ex-service personnel if it is established under the auspices and budget of the Dep't of Defense and not charged to the VA.

CONGRESS IS WARNED AGAINST RELAXATION OF SANCTIONS ON CUBA:

The Legion recently warned a House Int'l Affairs Subcommittee that it saw no reason for the U.S. to relax its economic and diplomatic boycott of Cuba...Citing a resolution adopted at the Legion's 1974 Miami Beach National Convention, which is the backbone for this position, Dr. Robert P. Foster, Chmn, Foreign Relations Commission noted that there were increasing business relations by U.S. companies through third-party nation contacts which were circumventing U.S. official policy...

He said that the Castro government had (1) not changed its ideology, (2) still had a satellite alliance with the U.S.S.R., (3) still has not respected the human rights of its own people and (4) was still exporting subversion and revolution to other Latin American nations...In addition, Dr. Foster noted, "The Soviet Union has a stranglehold on Cuba today. It operates military aircraft out of Cuban airfields to spy on the U.S. defenses. It uses Cuban ports for its naval vessels, including nuclear missile submarines. It has succeeded in binding the Cuban economy to the needs of the communist bloc in Eastern Europe..."

Because of this the Legion "firmly believes that it would not be in the best interest of the U.S. to remove the economic boycott of Cuba at this time. We believe it would be harmful to the interests of the free world—a world already shaken by the fall of South Vietnam and Cambodia. We believe the boycott should be retained until the Cuban government begins to live up to its responsibilities in international affairs and in its treatment of its own citizens."

LEGION CALLS FOR A HOUSE COMMITTEE TO CHECK VIETNAM WAR MIA SITUATION:

In a recent letter, Legion Nat'l Cmdr James M. Wagonseller has urged the House of Representatives to act on a number of pending resolutions which, if adopted, would authorize a House Committee to conduct a complete investigation of the whereabouts of our known dead and missing-in-action personnel of the war in Southeast Asia.

VIET VET GI BILL GETS HIGH USAGE:

The VA recently reported it has figures showing that more Vietnam Era veterans have trained under the current G.I. Bill than did under the original WW2 legislation or under the Korean War G.I. Bill...The agency notes that a total of 5.7 million men and women have received some form of training under the Veterans Readjustment Benefits Act of 1966--about 53% of the total veteran population for the nine-year period...In contrast, the VA states that 51% of eligible vets participated in the WW2 program (7.8 million out of 15.4 million eligible) and 43% participated in the Korean War program (nearly 2.4 million out of 5.5 million vets).

AUGUST 1975

JOHN ANDREOLA

Pres. Ford Will Address The Legion's 57th Nat'l Convention

Past Nat'l Cmdr Colmery to get Legion Distinguished Service Medal; VA Administrator Roudebush, Steelworkers union Pres. I. W. Abel, writer Jim Bishop and sportscaster Curt Gowdy are among those invited to the convention.

President Gerald R. Ford will be the principal speaker at The American Legion's 57th Annual National Convention in Minneapolis, Minn., Aug. 15-21. This will be the Legion's fourth national conclave in the Minneapolis area (the others, 1919, 1924 and 1959).

During the convention, The American Legion's highest honor, its Distinguished Service Medal, will be presented by National Commander James M. Wagon-seller, to Past National Commander Harry W. Colmery (Kans. 1936-37), for his contribution as primary drafter of the original G.I. Bill of Rights.

When WW2 was drawing to a close, Legion leaders were concerned with the prospect that millions of returning servicemen and women would not be adequately prepared for the transition to civilian life nor would they be easily able to make up for time lost in the service of their nation. The Legion perceived that new laws would be necessary to help this transition. Thus, Mr. Colmery personally spent about five months in the nation's capital drawing upon Legion mandates for direction and writing and rewriting the language which eventually evolved into what is popularly known as the G.I. Bill. This set of laws is universally considered landmark legislation in that it provided such far-reaching benefits for WW2 veterans and contributed so significantly to the nation's economic and social recovery in the years that followed. The law later served as the model for Korean War and Vietnam Era G.I. Bills and made possible a better way of life for millions of ex-servicemen and women over a generation of time.

Also invited to the national convention to receive honors or address some of its meetings are a whole host of government officials and national personalities. Among them:

• U. S. Navy Secretary J. William Mid-

dendorf, who will address the Legion's Nat'l Security Commission.

• VA Administrator Richard L. Roudebush, who will bring greetings to the convention.

• Jim Bishop, internationally known author and columnist, who will receive The American Legion's Fourth Estate Award.

• Sportscaster Curt Gowdy, who will address the National Commander's Banquet to Distinguished Guests.

• I. W. Abel, President of the 945,000-member United Steelworkers of America union.

• U.S. Army Chief of Staff Gen. Frederick C. Weyand.

• U.S. Chamber of Commerce President, Dr. Richard L. Leshner.

• Russ Gibb, Director, Youth & Education Programs of the American Revolution Bicentennial Commission, who will address the Legion's Americanism Commission.

• W. Armin Willig, Chmn, Board of Directors, American Cancer Society, who



Legionsaire President Gerald R. Ford.

will respond to the National Commander's announcement of American Legion participation in a national cancer fund drive. He will be accompanied by Mrs. Birch Bayh, wife of the Indiana Senator, who is the immediate Past Nat'l Cancer Crusade Chairlady.

• Representatives of American Legion youth programs, who will be presented to the convention delegates.

Here are some important locations during the convention period:

• The Leamington Hotel will be the Legion's Hq Hotel and the site of most meetings of standing commissions and convention committees.

• The Radisson Hotel-Downtown will



Legion meets at Minneapolis Auditorium & Convention Hall, 13th St., & 2nd Ave.



Convention Parade route and landmarks.

be the Legion Auxiliary Hq Hotel and the site for all its activities.

- The Dyckman Hotel will be the Hq Hotel of the 8 et 40 organization.

- The Minneapolis Auditorium will be the location of the Nat'l Hq Office beginning on Aug. 11 and also the site of National Convention sessions beginning on Aug. 19. The Nat'l Cmdr's Banquet to Distinguished Guests will be held there.

- Sons of The American Legion will hold its National Convention at the Holiday Inn-Downtown.

The following is a day-by-day schedule of events of the convention period as now planned:

Friday, Aug. 15: Standing commissions and committees begin meetings, most of which will be held at the Leamington Hotel. Sons of the Legion Executive Committee meets, Holiday Inn-Downtown. Twenty and Four organization holds meetings and Annual Bivouac Banquet at Holiday Inn-Downtown, Aug. 14-15. Junior Drum Corps prelims, South High School, Barnard Field, Lake St., and 19th Junior and Senior Drill Teams and Firing Squad Contests, Parade Diamond No. 2.

Saturday, Aug. 16: Standing commissions and committees continue meetings. Sons of the Legion Convention sessions start. Junior Field Bands, Edison High School, Monroe St., and 20th Ave., N. E. Junior and Senior Color Guard Contests, Parade Diamond No. 2. Senior Drum Corps prelims, South High School, Legion Historians luncheon, Leamington Hotel. Society of American Legion Founders meeting and dinner, Leamington Hotel. The Legion's Musical Spectacular will take place at Parade Stadium in downtown Minneapolis starting at 7:00 p.m. Tickets are \$3.50 for reserved section and \$2.50 for general admission. No discount this year due to state and city tax laws. To order in advance, make checks payable and send order to: *American Legion 1975 Convention Corp., Leamington Hotel,*

Nat'l Membership Bulletin

At the end of June national membership in the Legion had reached 2,664,368. This was 28,678 enrollments ahead of last year at the same date. Five dep'ts (Md., Minn., N.H., N.D. and S.D.) had reached all-time highs; 23 had exceeded last year's membership and 27 had surpassed their goals.

1014 3rd Ave., South, Minneapolis, Minn. 55404. The 29th Annual Drawing for the Ford cars donated by the Seagram Posts will take place at the spectacular. An official coupon to enable you to participate is on this page. Fill it out and send it in right away. No need to be present at the convention to win but you must be a dues paid member of the Legion or Auxiliary. Entries must be received by midnight, Aug. 15, 1975.

Sunday, Aug. 17: Convention committees begin meetings, most of which will be held at the Leamington Hotel. Sons of the Legion Convention concludes. ANAVICUS breakfast and meeting to be held at Leamington Hotel, 8:00 a.m. National Convention Patriotic & Memorial Service takes place 9:00 a.m., at Orchestra Hall, 1111 Nicollet Ave., followed by the Chorus & Quartet Contests and Senior Band Contests. The National Executive Committee pre-convention meeting takes place at 11:00 a.m., in the Iowa Room, Leamington Hotel. The National Convention Parade starts at 2:00 p.m., from 13th St., goes north on Marquette to 5th Ave. The reviewing stand will be at 5th St., and 3rd Ave., and the parade is expected to take about six hours to travel the 12-block route. The Minnesota Legion is planning to put on one of the largest marching displays of massed U.S. flags ever seen.

Monday, Aug. 18: Convention committees complete meetings. FODPAL breakfast meeting, Leamington Hotel, 1954 Legion College Class Breakfast, Leamington Hotel. National Convention Golf Tournament takes place at Golden Valley Country Club beginning at 9:30 a.m. Some places still open in the tournament at presstime. Contact your Department Adjutant for full details. Past Commanders' Luncheon, Michigan Room, Leamington Hotel. William Conrad, star of the "Cannon" television detective show, will receive the club's "Good Guy" award.

Tuesday, Aug. 19: National Convention sessions begin 9:00 a.m., Minneapolis Auditorium, National Commander's Banquet to Distinguished Guests, 7:30 p.m., Convention Hall, tickets \$17.50 each.

OFFICIAL COUPON

**The Seagram Posts
American Legion
P.O. Box 9418
Minneapolis, Minnesota 55440**



Gentlemen:

I am a dues paid member of Post # _____, American Legion,
or of Unit # _____, American Legion Auxiliary located in
(City) _____ (State) _____.

Please enter my name in the free drawings for two Ford Gran Torino 2-door Hardtops donated by the Seagram Posts to the American Legion Convention Corporation. Drawings to be held Saturday, August 16, 1975 at Parade Stadium, Minneapolis, Minnesota. Entries must be received no later than midnight, August 15, 1975.

Name _____

Address _____

City _____ State _____ Zip _____

Legion or Auxiliary Membership Card # _____

SEAGRAM POSTS 29th FORD AWARDS

Wednesday, Aug. 20: Second day of National Convention, American Legion Auxiliary States Dinner, Radisson Hotel, 8:00 p.m. Special Beer Party, Armory, 5th Street at 5th Ave., 4:00 p.m., to midnight.

Thursday, Aug. 21: Final day of National Convention, election of National Commander and national officers. Post-convention meeting of National Executive Committee.

Other convention notes:

- The Minnesota Twins baseball team will be playing three games each with the Cleveland Indians and the Baltimore Orioles during the Convention period. Highlight will be a pre-game Twins Salute to The American Legion on Monday night, Aug. 18, at Metropolitan Stadium beginning promptly at 7:55 p.m.

- The 57th National Convention is being dedicated to the Society of American Legion Founders. Its remaining survivors will be distinguished guests of the Convention and will have a special spot in the big parade. The parade itself is being dedicated to the U.S. armed forces in recognition of America's Bicentennial observance.

- The American Legion's Employer of the Year Awards for hiring veterans will be presented to the ITT Continental Baking Co., and the Fleischmann Distilling Corp.

- The American Legion 1975 Commemorative Replica goes on sale during the convention to be followed by national distribution after its premiere. In past years, the Legion had had a commemorative bottle. This year, Seagram's decided instead to reproduce the distinctive round tower at historic Ft. Snelling (near Minneapolis) as a ceramic container or holder of a fifth of its Benchmark premium bourbon.

Legion Baseball Graduate of the Year



In this photo, Nat'l Cmdr James M. Wagoner has just presented a delighted Wilbur Wood, Chicago White Sox pitcher, with the Legion's Baseball Graduate of the Year Award for 1974 at his team's park on June 22. The award each year honors the ballplayer who best exemplifies the principles and ideals of Legion baseball. Wood played for Watertown Post 99, Watertown, Mass., in the late 1950's.

Legion World Series

The 50th Annual American Legion World Series of Baseball will be held Aug. 28-Sept. 1, 1975 at Sioux Park Stadium, Rapid City, S. Dak., with Rapid City Legion Post 22 and Baseball Parents, Inc. of Post 22 as co-hosts.

The series will consist of 14 games with teams garnering two losses going

out of the tournament. If a tie results by the end of the 14th game, a 15th game will be played.

Leading up to the Series will be elimination tournaments held in eight regional cities beginning on Aug. 20. Here are the locations and names of host posts: **Northeastern Regional**, Adams Field, Quincy, Mass., host, Cyril P. Morrisette Post 294; **Mid-Atlantic Regional**, Shepherd Stadium, Colonial Heights, Va., host, Colonial Heights Post 284; **South-eastern Regional**, Anderson County Memorial Stadium, Anderson, S.C., host, W.A. Hudgens Post 14; **Mid-South Regional**, Legion Field, Greenville, Miss., host, Beppo-Arnold-Knowles, Inc., Post 32; **Great Lakes Regional**, Ty Holland Stadium, Murray, Ky., host, Murray Post 73; **Central Plains Regional**, Veterans Memorial Stadium, Cedar Rapids, Ia., host, Hanford Post 5; **Pacific Northwest Regional**, Thorne-Rider Stadium, Sheridan, Wy., host, John Donald Garbutt Post 7; **Western Regional**, Runyon Field, Pueblo, Colo., co-hosts, Runyon Field Committee, Inc., and Pueblo County Post 203.

Clemency Progress Report

After almost a year in operation the President's conditional clemency program for draft evaders and military deserters was still a long way from his stated goal of "binding the nation's wounds and healing the scars of divisiveness."

Between Sept. 16, 1974 when the program opened and March 31, 1975 when it ceased accepting applications, only about 25,000 of almost 125,000 reported eligible military deserters and draft evaders stepped forward to take advantage of the provisions of the clemency program.

When it was inaugurated, the am-

National Officers Visit World War II Dachau Concentration Camp

The photo at right shows National Adjutant William F. Hauck and National Commander James M. Wagoner at the memorial at Dachau Concentration Camp near Munich, Germany where thousands were incarcerated and died during World War II. A delegation of members of Legion Post 8 of Munich escorted the national officers on a tour of the prison camp. The Dachau visit was part of the Nat'l Cmdr's recent military and diplomatic briefing tour of several European countries. It began with a visit to the invasion beaches of Normandy, France, and included wreath-laying ceremonies in conjunction with Memorial Day observances at the Tomb of the Unknown Soldier, Arch of Triumph in Paris and at various U.S. military cemeteries. The group also received a briefing tour of the Rhein Main Air Base near Frankfurt, Germany.



nesty plan was set up in three segments for the categories of people it was designed to serve. Some 110,000 persons convicted of military desertion or draft evasion could apply to a Presidential Clemency Board, arrange terms of clemency and receive a Presidential pardon along with a clemency discharge (which does not grant VA benefits) after a period of alternative service.

About 4,400 persons charged with civilian draft evasion could negotiate pending charges with their U. S. Attorney in return for alternative service.

And, more than 10,000 A. W. O. L. military personnel or deserters accused of offenses could accept honorable discharges and leave the military, or if desired, obtain a clemency discharge by performing alternative service. By mid-June, out of this last group, about half had applied for alternative service, some 4,000 were assigned jobs and about 1,300 were still at work. The balance had either (1) completed their alternative service (2) forgone it and settled for undesirable discharges or (3) been unable to procure employment.

The Dep't of Justice reported that of the 4,400 accused who were eligible for its program, 680 had been enrolled and 596 assigned to alternative service jobs. There were almost 400 still at work with the rest unable to find public service

Past Commanders Club of Nat'l Cmdr's Post Visits Nat'l Hq



The 20 Legionnaires in this photo are all past commanders of Post 11, Lancaster, Ohio, including Nat'l Cmdr Wagonseller, standing in the center. They are all members of that post's exclusive "Black Cat Club," composed solely of past post commanders and so named because it only meets on any Friday the 13th. They posed for the photo during a visit to Nat'l Hq in Indianapolis on Friday the 13th in June.

jobs because of economic conditions.

Of the largest group, the 110,000 convicted of military desertion or draft evasion, the Presidential Clemency Board reported in June that only 165 applications had been acted on with 11

men working at alternative service jobs in order to receive Presidential pardons. The original nine-member Clemency Board has been doubled in size and its staff of lawyers, clerks and other personnel has been increased to over 500 in order to handle the monumental paperwork involved.

• In a related development during April, Nat'l Cmdr James M. Wagonseller castigated a Subcommittee of the House Committee on the Judiciary for denying the American Legion the opportunity of offering "live" testimony on the subject of amnesty, for which the committee was then holding hearings. The Legion did submit a written statement that it "opposed further liberalization of the treatment of draft evaders and deserters and felt that existing agencies and prevailing law are capable of handling the current problem in all of its ramifications."

Jobless Veterans

Figures released in June by the Bureau of Labor Statistics of the U.S. Dep't of Labor showed that about 575,000 Vietnam Era veterans were out of work. That's more than twice as many as a year earlier.

The overall rate of unemployment for veterans between the ages of 20-34 was 9.3%—almost twice as high as a year earlier. The rate for the group from 20-24 years of age was over 21% and just about 7% for veterans between 25-34 years of age.

The national unemployment rate was 9.2% at the end of May with over 8½ million Americans reported out of work.

Legion Post Awards Plaque To Business Which Closes on Memorial Day

JOHN ANDREOLA



The Legionnaires of Post 21, Cresskill, N.J., quickly voted a plaque of appreciation to a local lighting and electrical fixtures concern when they read its newspaper ad announcing it would close on Memorial Day and urging other businesses to do the same. Post 21 Cmdr Art Meyer is shaking hands with William M. Schmidt. Next to Bill is his brother George and son William H. Schmidt (dark shirt). The Schmidt's own Paramus Lighting, Bergen County, N.J., and are all veterans as are all their male employees. At left, Ed Julian, Post 21 Americanism Chmn. Sign on window behind them tells story, along with reflected U. S. flag which flies day and night (lighted).

South Dakota Legion Gift



PHOTOS, ERWIN HARTMAN, VAF FT. MEADE

Carillon is SD Legion gift to cemetery.

The South Dakota Legion gave to the Black Hills Nat'l Cemetery a Schulmerich Carillon MagnaBell III System, dedicated on Memorial Day. The Carillon was adapted to an FM public address system. A tape deck was included for the playing of hymns, taps, etc. The cost was \$5,000.

A highlight of the memorial occasion was the completion of the Avenue of Flags, first installed on Memorial Day 1968 by local veterans organizations and consisting of 73 flags located at the entrance and around the flag staff area of the cemetery. This year, with the assistance of veterans organizations throughout the state, the Avenue of Flags was extended completely around the cemetery drives, using 169 flags. All flags were received from the next of kin of deceased veterans and service men.

Dep't Cmdr Don Clarke introduced the principal speaker, Bobbie Beller, Director, VA Nat'l Cemetery Services, and dedicated the Carillon.

A luncheon was provided for all participants in the ceremony by Post 33, Sturgis. Music was by the State Legion Band, directed by Art Neidan.

It was estimated that between 2,500 and 3,000 viewed the ceremonies.

In the upper photo, shown with the Carillon, from the left, are: Andrew Szilvasi, Supt., Black Hills Nat'l Cemetery; Delmar Juneke, chairman, SD Legion Nat'l Cemetery Committee; and Bobbie Beller.



Fife & Drum Corps leads procession.

In the lower photo, showing the Fife & Drum Corps leading the parade of colors, the drummer (left) is Charles Childs. Playing the fife is LaVerne Clark.

Cadet Lawman Academy

The Kansas Legion and the Kansas Highway Patrol again cosponsored the Cadet Lawman Academy at the KHP Training Center located at Schilling AFB, Salina. Forty young men, who are juniors in high school and rank in the top half of their class scholastically, were selected to attend this youth program.

The individual sponsorship of a cadet was by one of the 375 Kansas Legion posts. Each cadet was approved by a law enforcement officer, his school, and a post.

The purpose of the program is to help young men gain knowledge regarding the training and responsibilities of law enforcement officers. Therefore, they will hopefully better understand and have greater respect and appreciation for lawmen at all levels. They are asked upon their return to speak to civic, school and youth organizations, helping those people to respect, appreciate and support law enforcement officials.

BRIEFLY NOTED



Conn. spreads the word about the flag.

Eight posts and ten units in Connecticut have formed a Bicentennial Flag History Team to promote interest in the nation's flag, using the Bicentennial Observance as the central issue. The 18-member group was organized and is directed by Mrs. Natalie Yasensky (third from left, first row in photo), Past Dep't President, who researched and wrote the script for each flag. In less than one year, 21 performances have been given, including three parades, a TV show, and a visit to the Rocky Hill Veterans Hospital. Eight historic US flags are used, dating back to the Bedford Flag, used at the Battle of Lexington and Concord (1775), the Grand Union Flag, the Bennington, Betsy Ross, First Navy Jack, Fifteen Stars and Fifteen Stripes, Connecticut State Flag, to the present 50-star Flag. As each flag is advanced by a Legionnaire, an Auxiliare acts as an escort

and a speaker for that flag. Two members are missing from the photo.

A Bicentennial project of Legion District 22, Texas, is the Cruiser Houston Memorial, the final phase of which calls for the creation of a Cruiser Houston Room at the Central Library to house permanently a collection of documents and historical material concerning both ships Houston and the Houston Volunteers. Nearly 33 years ago, local citizens raised \$86 million to replace the *USS Cruiser Houston*, sunk in WW2, as 1,000 men rallied in front of what was then Loew's Theater, Main Street near McKinney in Houston, for a mass enlistment in the Navy to replace the lost crew members. Those men were thereafter known as the Houston Volunteers, and the site was recently designated as a Texas Historical Landmark. Phase 1 of the project was the rededication of a plaque at the original site on Main Street, Phase 2 was the creation of a memorial to both ships and their crews.

POSTS IN ACTION

Under the sponsorship of Post and Unit 47, Lake Worth, Fla., with the cooperation of the city and of Lake Worth H.S., the annual Youth Town program was held—a sort of Boys' State on the city level. Elected and appointed high school students occupied city offices in an experience that taught them much about city government. The city officials got an opportunity to gain an insight into the views and attitudes of these younger citizens. The elected officials were voted on by the students and those elected made the appointments. Included were a tour of the city's departments and a municipal court session.



Post 346, Mich., utilized this theme.

Post 346, Farmington, Mich., was joined by VFW Post 2269 in a Bicentennial Program. The posts sell lapel pins commemorating Paul Revere's ride, the slogan on the pin being "Revere Our Country" (see photo of card reproduction). All profits will go to the Mongoloid Children Achievements Foundation. Official kick-off was April 26, with a Paul Revere Ride from the



"Paul Revere" and the Bennington Flag.

Legion Hall to each of two City Halls (Farmington and Farmington Hills). At this time a proclamation and a Bennington Flag were presented to each mayor. In return the posts were given proclamations from each city proclaiming the simulated Paul Revere Ride as the official beginning of activities for the Bicentennial. The Legion Committee chairman is Gerald Farrell. In the photo above, Ralph Yoder, mayor of Farmington, receives a scroll from Nat Little (Paul Revere). Jay Farrell, of Legion Post 346, and William Tolhurst of VFW Post 2269 display the Bennington Flag.

Aviator's Valor Awards, presented to rated crew members in the military for conspicuous valor during flight, were given by **Aviator's Post 743, New York, N.Y.** Each of the military services—Army, Navy and Air Force—selected a recipient. This year, double awards were given since both 1973 and 1974 nominees were available. A senior military officer was present from each service to make the presentations for both years. Co-chairing the event for Post Cmdr Matthew Boonstra were two past commanders, Clayton Stiles and Edward Bond. All recipients were nominated by the Chiefs of Staff of their respective services. In the photo, showing some of those attending, l. to rt., are: Clayton Stiles; Maj. & Mrs. David Clark (USAF, an award winner); Capt. & Mrs. Douglas Smith (USAF, an award winner); Brig. Gen. John Germeraad (Inspector General, Military Airlift Cmd); Capt. & Mrs. James Gero

(USAF, an award winner); and Edward Bond.

Free to all children was an "Evening of Mystery & Music" presented by **Florida Atlantic Univ. Post 325, Boca Raton, Fla.** Featured was a magician, Mr. Lloyd, who was assisted by a troupe of professional magicians, clowns, and a barbershop quartet. The show was put on at a cost of over \$500. In the photo, Mr. Lloyd, left, and Post Cmdr Charles Vincent welcome the audience to the Magic Show.



Post 325, Fla., sponsors Magic Show.

In the town of **Cresskill, N.J.**, Patrick DeVivo, of the Dep't of Public Works, finishes off the base of a Bicentennial memorial in Veterans Square. The 2-ton stone was acquired from the historic New Jersey Palisades in Fort Lee. The two plaques were unveiled on Memorial Day. The one at left reads: "On this site stood the Cresskill Station of



Two periods in America's history noted. the Northern Valley Railroad. Built in 1859. It was the point of entry and departure from Camp Merritt for many soldiers during World War I. American Legion **Camp Merritt Post 21.** The plaque at the right reads, "Dedi-

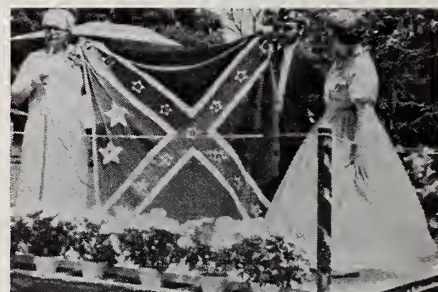
cated to the memory of the militiamen of the Northern Valley who defended the homes, farms, and lives of the settlers here during the American Revolution. VFW Post 3286."



Post 2, N.H.; new officers, new home

In their brand new post home, officers of **Post 2, Manchester, N.H.**, effect the change of Post Commanders for the coming year. At left is James A. Sweeney, retired superintendent of the Manchester Water Works (Post Cmdr in 1930), awarding the Past Cmdr's pin to his son, Dr. John W. Sweeney, DDS, the immediate Past Post Cmdr. In the center is the incoming Post Cmdr, Robert Joyce, Jr.

In this photo, a hand-crocheted Confederate flag is presented to Mrs. J.A. Smith (at right), president of Jude A. Benjamin Chapter of the Daughters of the Confederacy, by Post Cmdr Lamar Owens, **Post 88, Jacksonville, Fla.** The flag was personally hand-crocheted by Dr. Nila Colson (at left), a member of Unit 88. The presentation was made on Confederate Memorial Day at Gamble Mansion in Ellington, during a meeting of Jude A. Benjamin Chapter.



A gift to Daughters of the Confederacy

Post 571, Wesleyville, Pa., donated \$1,300 to the Fire Dep't to buy extra equipment for a new ambulance. Now, when the ambulance is on call, the operators can, utilizing the new equipment, communicate with the hospital and give first aid on the way, much like the procedure that involves the use of para-medics.

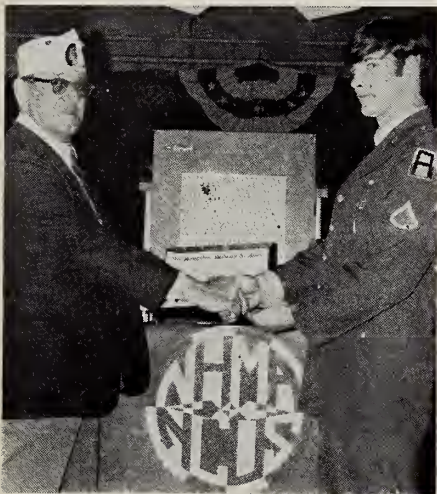


Aviator's Valor Award nominees get trophies from Aviator's Post 743, New York, N.Y.

American Legion Life Insurance Month Ending May 31, 1975

Benefits paid Jan. 1-May 31, 1975..\$	962,800
Benefits paid since April 1958.....	18,669,742
Basic units in force (number).....	143,916
New Applications approved since Jan. 1, 1975.....	2,514
New Applications declined.....	474
New Applications suspended (applicant failed to return health form)	190

American Legion Life Insurance is an official program of the American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits decrease with age, ranging from a maximum of \$40,000 for four units up through age 29 (age 25 in Ohio) to a minimum of \$250 for one unit at age 75 or over. Protection no longer stops at age 75, coverage may be carried for life as long as the annual premium is paid, the insured remains a member of The American Legion, and the Plan stays in effect. Available up to four units at a flat rate of \$24 per unit a year on a calendar year basis, pro-rated during the first year at \$2 a month per unit for insurance approved after January 1. Underwritten by two commercial life insurance companies, the Occidental Life Insurance Co. of California and United States Life Insurance Co. in the City of New York. American Legion Insurance Trust Fund is managed by trustees operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Life Insurance Division, P.O. Box 5609, Chicago, Illinois 60680, to which write for more details.



The American Legion Nat'l Guard Medal for Military Excellence was recently presented by New Hampshire Dep't Cmdr Frank Bragg, Jr., to PFC Stephen Herbert, Manchester, an honor graduate from the Noncommissioned Officer School at the New Hampshire Military Academy.

NEW POSTS

The American Legion has recently chartered the following new posts:

Kern River Valley Post 711, Wafford Heights, Ca.; Denver Post 1975, Denver, Colo.; Neningen Post 186, Fort Lauderdale, Fla.; Frank Mason Post 850, Harrisburg, Ill.; James Williams Post 882, Galatia, Ill.; James P. Hayes Memorial Post 1975, Stone Park, Ill.; Everly Post 414, Everly, Iowa; Kalamazoo Post 134, Kalamazoo, Mich.; Bayamon Post 198, Bayamon, P.R.; Estill Hendrex Post 400, Farmersville, Tex.;

San Antonio Post 565, San Antonio, Tex. Horizon City Post 598, El Paso, Tex.; Earl Ruder Post 613, College Station, Tex.; Herman Barnett Post 623, Houston, Tex.; Universal City Post 667, Universal City, Tex.; Midville-Union Post 29, Midville, Utah; Claudville Post 152, Claudville, Va.

PEOPLE IN THE NEWS

Donald J. Smith, St. John's, Mich., chairman emeritus of the Legion's Nat'l Internal Affairs Commission and Past Dep't Cmdr (1955-56), honored recently as one of 25 recipients of the Governor's Michigan Minuteman Citations. In a ceremony at the State Capitol in Lansing, Smith was cited by Gov.

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

2nd Air Force: Med Det attached to 2nd AF (Las Vegas, Nev. Sept. 1941)—Need to hear from Wooten, Crocker, Williams (or Williams), Major Bradbury (Protestant Chaplain), and any other comrades who recall that **George E. Robertson** hurt his back in an accident while moving an X-Ray machine and needed a stretcher to carry him to bed. Write "CD279, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

9th Inf Reg't, 93rd Bn, Co A (Fort Jackson, S. Car. Dec. 2, 1946)—Need information from Martinez, Manzanarez, Jennette, 1st Sgt Green and any other comrades who recall that **Juan P. Ortega** suffered injuries to head and right eye in mess hall at lunch time. Write "CD280, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

840th Eng Avn Bn Co A (?) (Kempo, Korea K-14 June or July 1953)—Need information from any comrades who recall accident to **Billy Fred Crow**, who fell out of a weapons carrier (open top truck) when it slid off the road and down an embankment. Crow sustained a fractured spine in the accident (now has arthritis in spine, also). He lay for ten days on his back, unable to go to sick call, then returned to work. Write "CD281, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

Army Adv Med Tng for Ortho Tech (Med Det Sta Hosp Fort Sam Houston, Texas Apr. or May 1942)—Need to hear from DeCoste, Gajewski and any other comrades who recall **Joe H. Madrid** being injured by a psychotic patient and requiring many stitches and 10 days hospitalization. Write "CD282, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

28th Div, 229th Field Art'y (Normandy July 31, 1944)—Need to hear from any comrades who recall that **Clinton B. Young** was wounded by shell burst during Normandy invasion, suffering shrapnel wounds of the back, and that he was found to have a heart murmur at time of his discharge physical at Fort Meade, Md., Oct. 1945. Write "CD283, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

372nd Inf, Co G (Fort Dix, N.J., Fort Knox, Ky. July 1941-Sept 1945)—Need information from Lt Evans and medical officers of 372nd Inf and enlisted members of 397th QM Trucking Co and any other comrades who recall that **Louieco Mattison, Jr.**, experienced dizziness and passing out seizures at least once a month. Write "CD284, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

AAFGS, LVA AF (Las Vegas, Nev. Oct 1944)—Need to hear from enlisted gunner trainees who belonged to same class and one permanent party officer, a pilot, and any other comrades who recall that **Hugh J. Coyle**, while loading 50-cal. ammo, lifted a box and strained his back. Write "CD285, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

William G. Milliken as being "quick to speak up for Michigan," through his activities with The American Legion.

Soleng Tom, Tucson, Ariz., former candidate for the office of Legion Nat'l Commander, named a member of the Nat'l Advisory Council of the U.S. Senate Committee on Veterans Affairs. He was appointed by Sen. Vance Hartke, chairman of the Senate Veterans Affairs Committee. A past Dep't Cmdr and past Nat'l Vice Cmdr, Soleng was nominated for the new post by Sen. Barry Goldwater, longtime Legionnaire of Arizona. Said Hartke: "The Nat'l Advisory Council will serve both as a brain trust for solutions and a sounding board for evaluating priorities and programs of the Senate Committee."

DEATHS

William L. Windsor, Harrisburg, Pa., Past Nat'l Executive Committeeman (1952-54) and Past Dep't Cmdr (1947-48). He was a WW1 veteran.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

1st Army, Hq & Hq Co (WW2)—(Sept) Harry Ganter, 24 So. Pembroke St., Wethersfield, Ct. 06109

3rd Cav Gp, 3rd & 43rd RCN Sqdns—(Sept) Glen Sironen, 3139 Rydens Dr. N.W., Grand Rapids, Mich. 49504

11th Eng (WW2)—(Sept) C. Morris, R#2, Box 771, Denver, N.C. 28037

13th Brigade, 1st FA Obsn Bn (WW2)—(Sept) Kenneth Doenges, P.O. Box 205, Naperville, Ill. 60540

27th Div—(Sept) George Criscione, 64 Green Island Ave., Latham, N.Y. 12110

35th Div—(Sept) Ken Townsend, 108 So. Central, Idabel, Okla. 74745

36th Div (WW1 & 2)—(Aug) James Minor, 711 W. 7th St., Post, Tex. 79356

37th QM Co—(Sept) Robert Beuck, 6350 Oberlin Rd., Amherst, Ohio 44001

39th Combat Eng (WW2)—(Sept) Thomas Sweares, 122 So. Lane Dr., New Whiteland, Ind. 46184

40th Div (Korean War)—(Sept) Ed Lown, Maybrook, N.Y. 12543

43rd Div—(Sept) Joseph Zimmer, State Armory, 360 Broad St., Hartford, Ct. 06115

45th Div—(Sept) Maj Robert Armstrong, 3501 Military Cir., N.E., Oklahoma City, Okla. 73111

51st Chem Impregnating Co—(Sept) John Heidler, 116 W. Park Ave., Lindenwold, NJ 08021

51st Pioneer Inf (WW1)—(Sept) William Horning, Box 266, Kerhonkson, NY 12446

70th Eng Lt Ponton Co—(Sept) David Russell, 51 S. Lippincott Ave., Maple Shade, N.J. 08052

87th Div (WW1&2)—(Sept) Philip Marotta, 67 Oswego St., Baldwinsville, NY 13027

91st Div—(Aug) Bennie Schneider, Richardson, N.D. 58552

95th Med Gt Bn—(Sept) Walter Gantz, 829 Palm St., Scranton, Pa. 18505

100th Div—(Sept) Anthony Tom, 136 Grand View Ave., Bridgeport, Ct. 06606

101st Inf, Co L (WW1)—(Sept) George Kane, 20 Circular Ave., Natick, Mass. 01760

101st MP Bn—(Sept) John Babian, 1117 No. Baldwin Dr., No. Massapequa, NY 11758

106th Inf Reg't (WW2)—(Sept) Frank Dasting, 28 Area Pl., Staten Island, N. Y. 10314

107th Inf (7th Reg't N.Y.)—(Sept) William Peel, 7th Regiment, 643 Park Ave., New York, N.Y. 10021

109th Eng, Co B (WW1)—(Aug) H. Seymour, 601 Kipatrick Bldg., Omaha, Neb. 68102

113th Eng (WW1)—(Sept) Glen McCool, 1820 E. Sycamore St., Kokomo, Ind. 46901

114th Evac Hosp (SM)—(Sept) Joseph Scala, 222 White Oak Rd., Fairfield, Ct. 06430

120th Inf, Co L—(Sept) Bill Williamson, P.O. Box 1446, Laurinburg, N.C. 28352

127th Inf—(Sept) Douglas Connaheer 3200—22nd St., Menominee, Mi. 49858

129th Field Art'y, Bats C & E (WW1)—(Sept) W. Myers, 5200 Harvard Ave., Kansas City, Mo. 64133

132nd Gen Hosp—(Sept) John Schoeph, 907 N. 18th Ave., Melrose Park, Ill. 60160

132nd Inf Reg't (WW2)—(Aug) Clarence Galetti, 3610 St. Paul Ave., Bellwood, Ill. 137th Inf, Co B (WW1)—(Sept) Floyd McGehe, 406 New Jersey Ave., Holton, Kans. 66436

139th FA (WW1)—(Sept) Dr. Harry Nagle, 4117 E. Washington St., Indianapolis, Ind. 156 Inf, Co F—(Sept) John Slover, RR3, Florida, Ill. 62839

158th Inf (RCT)—(Sept) Auggie Trujillo, 235 E. Washington, Phoenix, Ariz. 85004

160th Inf, Co D—(Sept) Victor Peter, 4907 Holly Park Dr., Pasadena, Tex. 77505

163rd Inf—(Sept) Edgar Langston, Box 675, Marlowton, Mont. 59036

164th Inf, Co I—(Sept) Rudy Beling, 304-8th St. No., Wahpeton, N.D. 58075

165th Eng Combat Bn—(Sept) Harvey Mitchell, Burlington, N.C. 27215

168th Inf, Co C (WW2)—(Sept) Dave Nelson, 2002 So. 3rd Ave., Newton, Ia. 174th Inf Reg't (NYNG, Fort Dix, N.J.)—(Sept) Henry Petersen, 200 Loring Ave., Buffalo, N.Y. 14214

196th RCT, Co C (Korean War)—(Sept) Al Pieper, 1515 Pine St., Yankton, S.D. 57078

21st Coast Art'y HD, Bat C (WW2)—(Sept) Frank Ciaccio, 107 Chelsea St., E. Boston, Mass. 02128

246th Virginia NG CA—(Sept) Ray Cross, 1209 Kerns Ave., S. W. Roanoke, Va. 24015

267th QM Baking Co—(Sept) Jack Palmer, 1968 Middle Bellville Rd., Mansfield, O. 309th Eng & Ladies Aux (WW1)—(Sept) Leonard Davis, 1456 Loretta Dr., Indianapolis, Ind. 46227

327th Field Art'y (WW1)—(Sept) Tracy Tackett, 322 N. Madison St., Taylorville, Ill. 62568

351st Inf, Mach Gun Co—(Sept) Roy Overmyer, Fontanelle, Iowa 50846

437th MP Escort Gd Co (WW2)—(Aug) Joe Allan, 6820 Gulick Rd., RD #3, Naples, NY

485th Combat Eng Bn—(Sept) A. Isringhausen, 516 W. Pearl St., Jerseyville, Ill. 62052

531st Eng Shore Reg't, 1st Spec Brigade—(Sept) Richard Ready, 84 Selwyn St., Roslindale, Mass. 02131

533rd AA Bn—(Aug) L. Thompson, 3824 S.W. 12th St., Des Moines, Iowa 50315

539th QM Salvage Repair Co—(Aug) Theodore Sykes, 5807 Warwick Rd., Parma, Ohio 44129

555th AAA AW Bn, Bat C—(Sept) Joe Lowe, 2306 So. 50th, Kansas City, Kans. 558th Ord HM Co (Tank)—(Sept) Charles Raksanyi, Jr., 8142 Van Buren St., Munster, Ind. 46321

710th Tank Bn—(Sept) Michael Mezzacappa, 22 Andrews St., Staten Island, NY 10305

713th MP Bn—(Sept) William Fegley, 104 Undercliff Ct., Ridgewood, NJ 07450

719th Rwy Oper Bn (WW2)—(Sept) Rodney Runsteen, 12620 W. Dodge Rd., Omaha, Neb. 68154

721st Eng Depot Co—(Sept) Clayton Steffen, 5935 Monks Rd., Canandaigua, NY 14424

728th Amphib Tractor Bn—(Aug) Harold McCoy, 139 E. Auburndale, Youngstown, O. 44507

728th Ord Co & 103rd QM, Co E—(Aug) Frank Linn, 210 E. Middle St., Gettysburg, Pa. 17325

741st Eng—(Aug) Roy Gabbert, 301 N. Market St., W. Union, Ohio 45693

751st Tank Bn (M)—(Sept) Emery Lutch, 18532 Hunt Rd., Strongsville, O. 44136

757th FA Bn (WW2)—(Sept) Walter Carroll, R#1, Bx 244, Anderson, Ind. 46011

776th Field Art'y Bn (WW2)—(Sept) Walter Peternell, 4162 Bridlewood Dr., Akron, Ohio 44321

787th Eng Petroleum Dist Co—(Sept) Melvin Williams, 3012 No. 51st St., Kansas City, Kans. 66104

803rd Chem Co—(Aug) Joseph Mager, 30654 Dell La., Warren, Mich. 48092

901st Eng, AF Hq Co—(Sept) George Berman, 198 Minerva St., Derby, Conn. 06418

1590th Ord Sup & Maint Co, Avn Team C (WW2)—(Sept) Allen Streeter, 6316 E. Kearney Dr., Saginaw, Mich. 48603

McCaw Gen Hosp—(Sept) McCaw Reunion Com., 4514 SE Woodward, Portland, Ore. Old 3rd Oregon (162nd Inf)—(Sept) Fred Peterson, 2024 NE 37th Ave., Portland, Ore. 97212

NAVY

19th Marine Inf Bn, Co B—(Sept) W. Sweeney, 40 Rolling Hill Dr., Fairport, NY 14450

19th Seabees—(Sept) Herbert McCallen, 97 Lawr Pk Crsnt, Bronxville, N.Y. 10708

20th Seabees—(Sept) James Roberts, 3602 Ernest St., Jacksonville, Fla. 32205

21st Seabees—(Sept) Tom Brown, P.O. Box 151, El Dorado, Cal. 95623

38th Seabees—(Sept) Norman Martinsen, 10430 Greenview Dr., Oakland, Ca. 94605

LSM 266—(Sept) Edward Metcalf, 2015 Airfield Lane, Midland, Mich. 48640

LST 288 (WW2)—(Sept) Stephen Sudyn, 2919 Amsdell Rd., Hamburg, NY 14075

LST 716 (Iwojima 1945)—(Sept) Winthrop Hamilton, P.O. Box 244, Dover, N.H. 03820

LST Flotilla 7 (SW Pacific WW2)—(Sept) Peter Ruffenach, 3770 W. Broadway, Robbinsdale, Minn. 55422

USS Ashtabula (AO51, 1949-54)—(Aug) Cotton Marshall, Scottsboro, Ala.

USS Boise—(Sept) Warren Freeman, 634 E. 61st St., Kansas City, Mo. 64110

USS Cascade (AD16 1951-54)—(Aug) Bob Croghan, 2343 Hampton, St. Louis, Mo. 63139

USS Corry (463 Dec. 1941—June 1944)—(Sept) G. Gullickson, 1909 Salk St., Virginia Beach, Va. 23455

USS Dobbin (AD3)—(Sept) Charles Johnson, 134 4th Ave, Chula Vista, Ca. 92010

USS Emmons (DMS 22, DD457)—(Sept) David Jensen, 87-26 259 St., Floral Park, NY 11001

USS Guest (DD472)—(Sept) Howard Lindberg, 323 27th St., McKeesport, Pa. 15132

USS Gunnel (SS253)—(Aug) Donald Kane, 1539 Franklin Ave., Mineola, NY 11501

USS Langley—(Sept) Paul Gibbs, 941 W. "A" St., Dixon, Ca. 95620

USS Mount Vernon—(Sept) Phil Horne, Box 529, Newton, Mass. 02158

USS Reid (DD369)—(Sept) Robert Sneed, 1537 No. 59th St., Milwaukee, Wis. 53208

USS SC 527—(Sept) Henry DeSimone, 504 Duane Dr., No. Tonawanda, NY 14120

USS Starr (AKA67)—(Sept) Jerry Huber, 228 So. Ridge St., Crown Point, Ind. 46307

AIR

22nd Air Depot Supply Sqd—(Sept) Robert Jess, 101½ E. Gibson St., Canandaigua, NY 14424

85th Depot Repair Sqdn—(Sept) Perry Patton, 925 San Benito Rd., Berkley, Ca. 94707

138th Aero Sqdn (WW1)—(Sept) Joseph Lafond, 321 Charles St., Woodburn, Ore. 97071

324th Serv Sqdn—(Sept) Albert Hicks, 5945 Hines Circle, Lynchburg, Va. 24502

343rd Ftr Sqdn (WW2)—(Sept) R. Pinson, 721 Cypress Dr., Surfside Beach, SC 29577

454th Bnldg Sqdn (M)—(Sept) Charles Jarrett, Rte 13, Box 460, Salisbury, N.C. 28144

1255th Air Trans Cmd (Atar, Mauritania, W. Africa)—(Sept) Herbert Marteney, Sr., Du Bois, Neb. 68345

Airlift—(Sept) Earl Schmeling, P.O. Box 1176, Jacksonville, Ar. 72076

Glider Pilots (WW2)—(Sept) Tipton Randolph, 136 W. Main St., Freehold, NJ

Stearman Fly-in—(Sept) Ted McCullough, 1215 Monroe St., Galesburg, Ill. 61401

MISCELLANEOUS

Mount Vernon (WW2)—(Sept) Alfred Woodward, 5411 E. 87th St., Kansas City, Mo.

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimonial by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

Thomas G. Barnhill (1975) Post 26, Anniston, Ala.

Homer M. Bail (1968), L. Burr Belden (1967), Max Berman, H.M. Burck (both 1973) and Fred Bostwick (1967) Post 14, San Bernardino, Ca.

Francis W. Burnett (1975) Post 335, South Gate, Ca.

Camillo DeGregorio, Albert W. Fosdick, Henry W. Dickey, Clifford E. Gray and Kenneth H. Greely (all 1975) Post 564, Santa Clara, Ca.

Robert H. Brooks, Walter L. Hillyer, Melville Howard, Mario A. Mainati and William Pfanensmith (all 1975) Post 128, Niantic, Conn.

George F. Foster and John F. Beausang (both 1974) Post 30, New Castle, Del.

William Beardsall (1975) Post 19, Orlando, Fla.

John Moldovan, Arthur R. Tiller and Helen S. Waite (all 1975) Post 222, Ft. Lauderdale, Fla.

Emanuel Sferios (1974), Hugh H. Soper (1971) Alfred R. Strome (1974), James A. Wigen (1973) and Frank F. Clifford (1969) Post 305, St. Petersburg Beach, Fla.

Pauline A. Braver, Frances M. Creedeman and Lillian M. Gregory (all 1974) Post 308, West Hollywood, Fla.

Phillip L. Hadley (1967), William J. Fron (1970), William J. Wiedow (1971), Raymond F. Bemke and Erwin R. Soukup (both 1972) Post 76, Wheaton, Ill.

William W. Harkness, Anthony F. Morello, Bernard J. Blaida, Alois E. Sheber and Howard J. Foster (all 1975) Post 80, Downers Grove, Ill.

Harold J. Amirault, Oscar H. Atkinson (both 1970), Elza R. Bacon, William F. Barr, Sr., and Fred H. Bartlett (all 1975) Post 155, Harvey, Ill.

J. Leonard Nelson, William A. Pyle, Cliff Steward, Oliver Strandberg (all 1975) Post 390, Altona, Ill.

Dwight J. Wiersema (1974) Post 402, Fulton, Ill.

W. Philip Young and Charles H. Stotz (both 1975) Post 1941, La Grange, Ill.

John W. Johnson (1975) Post 148, Fort Wayne, Ind.

Adolph G. Rometsch, Paul A. Citro (Deceased), William O. Greeves, Gilbert H. Miller (all 1973) and Harry E. Knuffman (1974) Post 20, Baltimore, Md.

John F. Hale (1975) Post 200, Hamstead, Md.

George I. Dunham, Augustus S. DeMoranville, Clifford S. Bernier, Herman H. Fuller, and Norman Guidoboni (all 1975) Post 64, Middleboro, Mass.

Gabriel Martinsen (1973), Stanley Horton (1966), Robert Quackenbush (1975), David Rigozzi (1973) and James Melarty (1973) Post 160, Bangor, Mich.

Lloyd Dessen and Arthur Horton (both 1975) Post 6, Pipestone, Minn.

Howard R. Hillman (1975) Post 16, Sedalia, Mo.

Francis M. Smith (1973) Post 46, Butler, Mo.

Clarence D. Tichenor (1969) Post 122, Opheim, Mont.

Joseph Butler, Samuel A. French, Carl M. Frappolli, Harold R. Hirschblond and Francis A. Kappel (all 1975) Post 11, Mount Holly, N.J.

Harold D. Buckley (1963), Harry Hammond (1972), Sidney R. Milburn (1963), Edw. J. Nessman, Sr. (1962) and Edw. Simmons (1967) Post 174, Wayne, N.J.

David M. Anderson (1975) Post 118, Rio Rancho, N.M.

Frank Freleigh, August Dusseux, Vahan Dukemajian, Ralph W. Darling and Irving R. Addis (all 1974) Post 417, Setauket, N.Y.

George J. Butman, Earl J. McGuirk (both no dates), Winthrop P. Robinson and Joseph V. VonRonne (both 1975) Post 1040, Delmar, N.Y.

Walter Schwarzer (1975) Post 1122, Yonkers, N.Y.

Harry Lieberman (1975) Post 1323, Brooklyn, N.Y.

Liston Grider (1968), Melvin Peterson, L.F. Ritterman and A.N. Sebelius (all 1973) Post 268, York, N.D.

George Lemley (1975) and Franklin A. Schlantz (1974) Post 77, Neffs, Ohio

Fred H. Koch (1969), Harold W. Burdue, Henry F. Makruski, Jr. (both 1970) and Lawrence E. Holm (1975) Post 197, So. Amherst, Ohio

Lyle L. Frederick, Sr., Floyd Richert, Ernest Faib, Luman P. Cranz and Walter Carlson (all 1975) Post 473, Copley, Ohio

Ted A. Brice, Verne E. Brice, Leonard B. Brown, William F. Caldwell and Carl S. Carlson (all 1975) Post 101, Portland, Ore.

Philip Weidner (1975) Post 395, Kingston, Pa.

Kenneth Olson, Arthur Masterson (both 1975) Post 15, Greenwich, R.I.

Ernest W. Stavely, Wiley Barnes, Jr., Alfred E. Boone, Preston Cook and Samuel D. Dillon (all 1974) Post 54, Erin, Tenn.

Charles R. Bice and Malcolm R. Bice (both 1975) Post 148, Elmo, Tenn.

Wade J. David, E. Alvin Lyle, August D. Meyer, Manuel Seigel and Victor F. Soupup (all 1975) Post 17, Richmond, Va.

William Bartlett (1972) Post 46, Benwood, W. Va.

Emmitt Williams (1975) Post 455, Milwaukee, Wis.

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to:

"L.M. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019."

On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.

SPOTLIGHT ON INDONESIA

ing labor force was cut to a tenth of what it had been. By Western standards, this was great progress. But it put millions of farm hands out of work, to flock to the cities—where there was no work for which they could qualify.

The Suharto government made real strides in its efforts to get heavy industry going and start developing more of the natural resources. In raw figures, a lot has been accomplished. The trouble is that the start was from close to zero. Ten years simply isn't enough.

In 1966, the new government set out to exploit the natural wealth and mineral resources, and build an industrial base, leaning heavily on Western and Japanese investment and technology. By 1974, European, American and Japanese firms had pledged \$3.6 billion of investment, not counting oil development, for which figures aren't available. Until recently, this effort had broad popular support.

Today, Indonesia's Gross National Product is \$20 billion, which is robust by the standards of developing nations. The country has roughly another \$20 billion worth of major projects underway (and all eager for foreign money) in various stages of planning and development.

These projects propose to put billions into development of liquified natural gas; nickel mining; steel works; fertilizer production; making of chemicals derived from petroleum; further exploration, development and refining of petroleum; coal mining; bauxite mining and the refining of aluminum from it, and electric power production. What could be the world's biggest copper mine is being developed by Freeport Sulfur on New Guinea. Two prospective nickel mines on Celebes and Gay Island are said to be "spectacular."

But except for oil, few of these activities are yet producing new wealth, they are still absorbing it.

Indonesia is one of many developing nations to struggle with the near impossibility of instant industrialization.

You can throw up all the big factories, mining facilities, mills, refineries, smelters, etc. that you can borrow money to build. But the rewards must await development of an enormous "infrastructure" of lesser things, which develop naturally in a nation whose industrialization evolves instead of being forced.

Roads, railroads, pipelines, powerlines, harbors, communications, re-

lated services, marketing outlets must come into being—all integrated to serve the particular needs of the bigger, more visible installations in the most economical fashion.

Such things take time, and perhaps as much or more capital as the main plants.

Developing the most economical transportation of materials from their raw state to finished products, ready for market, poses a particularly difficult problem in a land where the best sites for various phases of the same industry may be hundreds of water miles apart.

There is a 3,000-foot fall in a few

bor and railroad facilities are also needed for the mill. Thus the jobs it will eventually make are still well in the future.

The need for all the lesser facilities has swelled the capital cost of industrialization far beyond the cost of the main facilities, and created financial difficulties that were not wholly anticipated.

Meanwhile, the political impact of the long delay in realizing the ultimate rewards of the industrial effort now endanger the strength and stability of Suharto's government, and hence the national security.

Though economic growth is now at



"Kissinger makes concessions, Brezhnev makes concessions—why can't you make concessions?"

THE AMERICAN LEGION MAGAZINE

miles of the Asahan River in northern Sumatra, a fine source of power for an aluminum refining smelter. With Japanese help, a dam, a hydroelectric plant and an alumina smelter are being built there to the tune of \$500 million.

But the original bauxite ore will go through the first refining step into alumina ingots on western Borneo, which is more centrally located in relation to ore deposits. The ingots will then have to be shipped to Sumatra for the final refining near the best power source. Nearer power sources sufficient for the purpose are not yet in existence. The process is costly, time-consuming and complex, but the 1,500 mile separation is typical of many Indonesian economic developments.

A steel mill is under construction in Chilligan in West Java, to be fired with natural gas. The gas pipeline is not yet built, while new har-

a healthy annual rate of 9%, less and less of the national wealth is available to the population in general during the investment and building process. The billions from the sale of Indonesia's oil have been absorbed in good part by the heavy industrial projects. To that extent they have failed to help ease the immediate wants of the population. The great unemployment among former farm workers, coupled with envy of the rising prosperity of those whom the new developments have benefited, has seen the early mass enthusiasm for Suharto's program switch to a growing discontent. In the last two years it has erupted in the first large scale protest and violence since the end of the Sukarno regime.

The fact is that the social structure is coming apart under the impact of new technology. Cities have

(Continued on page 36)

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CONTINUED

SPOTLIGHT ON INDONESIA

bulged and buckled under the influx of landless peasants with no skills and no jobs on which to learn them. Jakarta, the capital, was a sleepy city of less than 500,000 when WW2 ended. Today, its population is nearly five million, and would have been a million higher now had the government not declared it a "closed city" in 1970—cutting the flow of peasants from 200,000 a year to 16,000.

Inflation became devastating in the 1970's, reaching the 50% rate for a while last year before "stabilizing" at 30%. The government hopes to hold the rate to 18% this year. Unemployment is in the 30% to 40% range. Prospects for reducing it soon are bleak, given the steady growth of the population.

Jakarta symbolizes the contrasts. It is a bustling city of affluence surrounded by misery. Glass and concrete office buildings soar up to 30 stories high. Streets are jammed with Fiats, Datsuns and Hondas. TV sets, air conditioners and other appliances are available in stores. A quarter of Indonesia's cars run in Jakarta, the city has 30% of the nation's phones and 60% of all currency in circulation. Yet there are probably less than half a million people who are so "rich" that they earn \$50 a week or more. For all the 600-odd new industries that have been launched by foreign, private and government efforts in recent years at a cost of nearly \$1 billion, they probably did not add more than 156,000 new jobs—a drop in the bucket of the unemployed.

The first people who made money off of the new boom were the "overseas" Chinese. With their expertise in commerce, they were the closest things to business associates for the Westerners moving in to develop the raw nation. They got along well with the Japanese and the Americans, but much less well with the native Indonesians.

In the late summer of 1973, a car driven by a Chinese knocked over an Indonesian pedicab in Bandung. All the pent-up hostility against the more prosperous Chinese erupted at once. The unemployed went on a riot of looting Chinese shops. The Suharto government ignored the signal, blaming the disturbance on a plot, probably communist. But after a more serious riot shook Jakarta in January 1974, the message could no longer be ignored.

It was triggered by a visit of then Japanese Prime Minister Kakuei Tanaka. Students had been demon-

strating for two months against government corruption, high unemployment and foreign domination of the economy. Tanaka symbolized the latter, and student protest focussed on him. First, 150 students carrying anti-Tanaka posters overturned Japanese-built cars and slashed their tires. Soon thousands of jobless peasants took to the streets, making Tanaka a virtual prisoner in the presidential palace during his stay.

At the riot's height, more than 100,000 people stormed through the city. They ignored American and European things, but burned Japa-



"If you won't marry me, Agnes, would you at least help me get back up?"

THE AMERICAN LEGION MAGAZINE

nese cars at curbside and crashed into the Astra Toyota agency, where they destroyed the entire stock of automobiles. Chinese-owned shops were sacked and looted, Japanese-made goods were smashed. A huge mob surged toward the President Hotel, a popular hostel for visiting Japanese businessmen. Guests watched fearfully from their windows as riot police hurled back wave after human wave. The riots lasted for two days and left only ten dead, largely because troops refused to fire into the mobs.

As the post-mortems began, the government realized the rioters had made a number of points it would have to confront. The Japanese "commercial invasion" had been a target, but only one of many. Indonesians resented the Chinese, their own luxury-loving generals, and widespread government corruption

(Continued on page 38)

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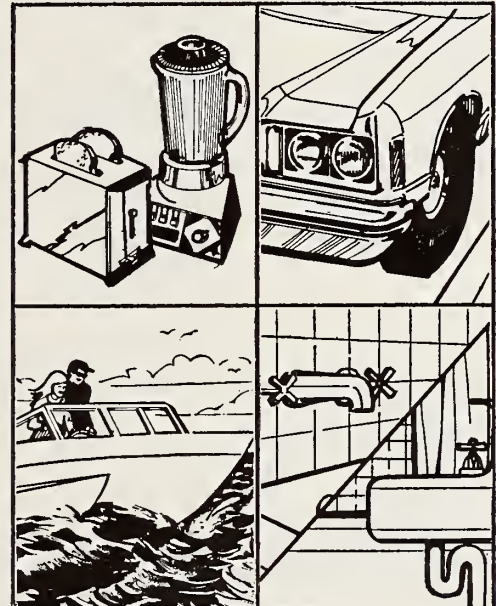
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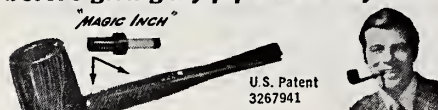
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CONTINUED SPOTLIGHT ON INDONESIA

just as much, if not more. They were fed up with foreign aid and investment because the money went into long range investments that created few jobs for the many and wealth for a small elite. The man in the street found Japanese businessmen rude and arrogant. "Do they really have to have their own Japanese barber shops in Jakarta?" one disgruntled official asked.

Indonesians were maddened by the ostentatious luxury of some of their own leaders—generals who tore around Jakarta in Rolls Royces, or the wedding one of them arranged that lasted for two weeks and featured dance bands imported at great cost from Europe.

Suharto and his ministers decided on a two-pronged approach to the new situation. One was clearly repressive. Some newspapers were closed down. Students were jailed, so were some "intellectuals" for alleged connection with the riots. A senior general was fired because he attempted to set up a "dialogue" with the students.

The second prong attempted to implement administrative and economic reforms that would go some way, at least, toward satisfying the demands of the discontented. The military were told to stop all ostentatious luxury. Generals who bought into local business or acted as brokers for foreign interests, mainly Japanese, were told to sell out. The government rewrote its "five year plan" to refocus it on improving the lot of the rural poor. New stress was put on industries that might provide immediate jobs.

At the same time, the government set out to provide special credits for native Indonesian enterprises and to restrict new foreign small business investment to joint ventures with non-Chinese Indonesians. Unhappily, there are still too few Indonesians who have the know-how to go in business as full partners.

The major question for the last year-and-a-half has been whether the new approach has struck the right balance to permit the Suharto government to build a stable, workable political system.

The 1973 and 1974 riots made one thing clear. The government does not have as much time as it thought to stabilize the nation and deal with its problems. The fall of Vietnam may have reduced that time span even more.

Suharto remains worried about a resurgence of the PKI. The kinds of

problems Indonesia faces are tailor-made for communist agitators, especially agitators flushed with a victory over "imperialism" in Indo-China.

The recent riots had none of the communist stamp. They were a response to real problems, and picked on Japanese and Chinese to the exclusion of American and Western European "imperialists." But the grievances are ready-made for red manipulation. A handful of the old PKI still lives in Red China, and Peking has sent it "fraternal greetings," including the message that while the Indonesian "revolution"



"I don't want a lot of loud and abusive talk out of your poker friends tonight. . . . My African Violet is about to become a mother."

THE AMERICAN LEGION MAGAZINE

has suffered temporary setbacks, it will triumph in the end.

Civilian leaders in Indonesia know that they cannot defend themselves alone against Red China, nor even against an overt attack on them by North Vietnam.

They like to think of forming a Southeast Asian Alliance that would include Hanoi, for mutual protection against China. Albeit Hanoi is communist, she doesn't love Red China any more than Red China loves the Soviet Union.

The Indonesian army looks on this as a proposal to invite the fox into the chicken coop, and favors a more hostile attitude toward North Vietnam.

None of the alternatives are very attractive. What Indonesia needs most of all is more time to gather her own internal strength. How much time she will get, and how much she will need, is the big question in more capitals than Jakarta.

END

THOSE MAGNIFICENT CLIPPER FLYING BOATS

roomy berths more than six feet long."

Pressurized cabins were still things of the future. Chewing gum was handed out to help passengers' ears pop as the planes gained altitude. The flying boats got along splendidly with simple vents that "automatically cleaned and heat-regulated" the air at their cruising altitudes, "a boon for the asthmatic and the easily chilled." And the bathrooms . . . well, they weren't mere one-holers but real bathrooms, Ladies and Gents, with king-size lavatories, dressing tables, full-length mirrors, and hot and cold running water.

Indeed, the interiors of the Clippers were in the grand manner of the *Ile de France* and *Mauretania* ocean liners—bars and lounges, club chairs and smoking stands, promenade walkways, drapes and carpets and polished hardwood paneling. The sea-going heritage even shaped the language of aviation. Floors became decks. Walls were bulkheads. Bells marked the time. A captain commanded the plane, assisted by a first officer and crew members—the radio operator, flight engineer, a navigator and stewards. There was "aft" and "forward" for rear and front. Seats were port and starboard. The planes made knots instead of miles per hour. The fabled word "clipper" was a natural in this world of part ship, part plane.

"If you liked to dream big, you could imagine yourself relaxing in the de luxe compartment or bridal suite, as the press called it, furnished with a loveseat, an occasional chair, a combination dressing table and writing desk, a private washstand and mirrors," one old traveler remembers fondly. The Boeing Clippers also boasted drinking fountains on the passenger deck and catwalks through the massive wings that allowed the engineer to inspect and service the engines in flight.

The Hotel New Yorker catered the food for the Atlantic run, which a steward took from the on-board refrigerator and prepared on electric stoves in the galley. But he didn't serve it on individual plastic trays, pitched about like latter-day Frisbees. In that more civilized era, passengers had their meals in courses in a dining salon. They ate from china with silverware at tables covered with starched white linen and always a vase of fresh flowers at one end. An inveterate traveler still remembers a typical menu: highballs before dinner, followed by shrimp cocktail, turtle soup, filet mignon

with asparagus hollandaise and several other fresh vegetables, alligator pear salad and petit fours for dessert. Only one thing sounds familiar. Then, as now, he had a choice of coffee, tea or milk.

"Dinner finished," a *Literary Digest* reporter said, "the passengers amuse themselves as comfortably as if they were passing the evening in some cloud-scraped penthouse. They enjoy brandy, play gin rummy, chess, bridge, do crossword puzzles, read." Another traveler recalls his flight. "There is a heavy slap-slap of waves on the bottom of the ship as it begins to take off. The windows are blotted out with green-white sheets of water and suddenly the plane is up. Slowly the angry, urgent roar of the engines changes to a deep, contented thrum-thrum-thrum. There are always innumerable meals being served: coffee and sugar buns on the dawn takeoffs, fruit and sandwiches at 9, hotdogs or soup at 11. A mammoth buffet luncheon is served between 12 and 3. We had a great dinner and then played cards until we got tired. Then we undressed in our own compartments and climbed into the beds—not bunks, *beds*—and slept all night. It was the most luxurious airplane flight I ever went on."

It was too good to last—and it didn't.

On Clipper Flight No. M-29, between the Azores and Lisbon on September 3, 1939, the radio operator received a message from the Pan Am terminal in Portugal: "Chamberlain announced that state of war exists between England and Germany."

Pan Am promptly refused to sell tickets "to anyone connected with the armed forces of belligerent nations" and painted large American flags on the bows and undersides of the Clippers to identify them as neutral aircraft over European waters.

In November, shortly after inspectors at Port Washington began searching all baggage for contraband of war, Congress passed the Neutrality Act. This placed Ireland within the combat zone—and out of bounds for U. S. ships and aircraft. The Clippers had to fly the Southern route exclusively to neutral Portugal, where Lisbon quickly became the aerial escape hatch for Europe. Overnight, the frightened rich and the homeless poor alike flocked to Pan Am ticket counters with their life savings, fighting to book space to America. As one man said, "The Clippers meant freedom, and countless refugees prayed and hoped their

(Continued on page 40)

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THOSE MAGNIFICENT CLIPPER FLYING BOATS

names would be on the next confirmed passenger list." Pan Am upped its schedule to four flights a week, but the waiting lists grew ominously longer when the Nazis took over most of Western Europe in 1940.

Priority now went to war technicians, diplomatic couriers, military officials and foreign correspondents. "There have been some strange passenger lists," an observer remarked. "For instance, a number of Frenchmen and a contingent of German sailors glowering at one another on the same plane from Horta, but making no trouble. At the end of the run the Frenchmen tipped the stewards; the Germans lined up in formation on the ramp dock and rewarded their caretakers with the Nazi salute."

All of which led *Life* to note that "since last September, the Clippers have been the best international club in the world. Dues are high (\$395 one way) and there is excellent conversation in three or four languages, but the only scary thing about a Clipper trip, for an American, is the sensation of going aboard in New York, floating in the sky for a bare 23 hours and stepping out on a continent flaming with war."

The war did seem remote from the air. About the only glimpse of it was an occasional sighting of long, destroyer-flanked convoys steaming for England with lend-lease material. In fact, a steward wrote, "upper-class British women still sniff upon discovering that there is no stewardess aboard to lay out their evening clothes for dinner. They dress for dinner any way, and so do their consorts, as they would if the *Queen Mary* were going anywhere these days."

Some Americans were equally oblivious that time was running out. One man wanted to fly his favorite race horse back from Paris. A Long Island sportsman and 14 friends were willing to ante up \$5,000 apiece to fly to Montevideo, Uruguay, for a bird's-eye view of war at sea when the German pocket battleship, *Graf Spee*, was expected to try to break through a blockade of British warships. Pan Am turned down both requests. Other people with money simply headed for the Pacific, where the air hotels on Midway, Wake and Guam proved to be popular resorts for an extended vacation. Then time ran out there, too, and all romance vanished abruptly from travel.

On Dec. 7, 1941, the *Anzac Clipper*

was one hour out of Honolulu on a flight to Singapore when Capt. Lanier Turner received a coded message ordering him to change course. He landed at Hilo, about 200 miles south-east of Honolulu, and learned the reason for the turnaround. Pearl Harbor was under attack.

Earlier that day, the *Philippine Clipper* was moored at Wake when Japanese ships attacked the island. She took a few bullets in her hull, and when the quick raid was over she

the military as surely as any draftee.

The Clippers performed yeoman's service during the war years, making hundreds of urgent flights. They rushed blood plasma and bullets to the fighting fronts and returned home with full loads of wounded, and vital, rare raw materials—crude rubber, beryllium, mica—for war plants. One special flight delivered desperately needed tank parts and ammunition to the British in Egypt just in time for the Battle of El Alamein, the first major defeat of the "Desert Fox," German Field Marshal Erwin Rommel. Another Clipper took



"Now remember, the best way to keep me out of trouble is to keep me busy eatin' and drinkin' stuff!"

THE AMERICAN LEGION MAGAZINE

scooped up an overload of Pan Am personnel and headed for Midway—to find that it had been shelled earlier. She refueled and flew on to Hawaii to find Pearl Harbor still burning.

The *Pacific Clipper*, outward bound from San Francisco to Auckland, New Zealand, got the word to fly home on a long detour—to New York via Australia, India, Africa and across the South Atlantic to Brazil before heading north once more. The 34,500-mile trek was the longest flight yet by a commercial airliner, but aviation records no longer made the news.

Pan Am had nine of the Boeing flying boats on its Pacific and Atlantic runs when the United States went to war and Sec'y of War Henry Stimson requisitioned all commercial aircraft for military service. (Boeing had built 12, but the British bought three in early 1941 for military passenger service between England and Baltimore.) Some of ours went to the USAAF as C-98s, some to the Navy as B-314s. Pan Am crews continued to fly them, but the once-glistening silver boats were now a dull wartime gray and belonged to

FDR to and from the Casablanca Conference in Morocco in 1943, the first over-ocean air flight for an American President. But the Army's new landplane, the C-54 (the DC-4 in laymen's jargon), soon came along with its greater speed and stole much of the war loads away from the flying boats. Relegated to second place, the Clippers did odd jobs. One brought back a captured Nazi 88-mm. anti-tank cannon from Africa for ballistics analysis. Their long cruising range often made it possible to avoid hazardous areas and enemy attacks by merely flying the long way around, if speed was not of the essence.

Still, the big boats had racked up an enviable record when V-J Day brought peace again. Not one was destroyed or damaged in combat, though several were lost in mishaps. The *Yankee Clipper* crashed and sank after digging its port wingtip into the water while landing at Lisbon in February 1943. Twenty-four USO performers died in the disaster. For severely injured singing star, Jane Froman, there followed an epic

struggle to rebuild her career. That flight was the *Yankee Clipper's* 241st transatlantic crossing. In the Pacific, the *Honolulu Clipper* crushed her bow and tore off a wing during an emergency landing when two motors failed. The Navy flattop, *Manila Bay*, rescued the crew and passengers, but it took 1,300 rounds of 20-mm. shells to sink the floating derelict.

In 1943, the *Philippine Clipper* rammed into a hill in California while making a landing approach in dense fog. All aboard were lost, including the Navy's top submarine staff in the Pacific.

Pan Am got back the remaining Clippers at war's end. But with war-inspired development of fast landplanes and surplus airfields all over the world, the day of the B-314—and of all flying boats—was drawing to a close. The *Capetown Clipper* made the last Atlantic crossing in December 1945. The last Clipper flight of all terminated in San Francisco on Apr. 8, 1946, when the *Pacific Clipper* splashed down from Honolulu. Few noticed or cared. A spanking new landplane, the L-49 Constellation, had landed only a few hours before from Honolulu.

Later efforts to retrieve the Clippers' former glory with ever larger flying boats hardly made a ripple. Howard Hughes built his all-plywood "Spruce Goose," an eight-engine monster with a wingspan of 320 feet. It made one brief test flight, then was mothballed. The British actually launched three superboats called the "Princess," each with ten engines and two passenger decks, but they never saw commercial service. Time had just moved too fast.

Like hand-me-downs, the once-proud Clippers passed to the non-sked airlines. Two were cannibalized for spare parts, one crashed and sank on a flight to Bermuda, the rest were used on Caribbean junkets until 1949. By then, no one really wanted the slow, costly boats. A junk dealer broke up all but one for scrap. A "Mister X" got the other and moored it in Baltimore harbor, planning to fly it to Russia on some mysterious peace mission. A rampaging coastal storm hit before he figured out all the details of his forthcoming talks with Stalin and the last Clipper sank with a hole knocked in her hull.

It was all over.

The land-based Boeing Strato-cruiser—the commercial version of the B-29 bomber—tried vainly for a time to recapture the romance of the inner luxury of the stately "flying hotels" of aviation's grand era. It

almost succeeded. The Strat, according to one air buff, had "a wondrous spaciousness that its cluttered wartime configuration of tight squeezes and bomb-bay tunnels had effectively concealed." There were curtained portholes, berths and a downstairs bar complete with a white-coated bartender and "a long, curving divan that held 12 or 14 martini fanciers comfortably." Some people claim the Strat was probably the last lovable airplane. Maybe so. But she lumbered along and getting there was no longer fun or even half the fun. The traveling public only wanted to get there—the sooner, the better.

When jets made flights so much shorter in time, crowding and discomfort were more acceptable as a price to pay for quicker trips. The trouble, as one old-timer has said, is that the jet "is the airborne equivalent of the subway to Coney Island—a utility, not an institution; unloved yet tolerated for the destinations it serves."

Clare Boothe Luce predicted as much. "Fifty years from now," she wrote in 1941, "people will look back on a Clipper flight as the most romantic voyage in history." And she's right. A Clipper had a personality of its own; it had a certain style. None of today's big jets with their physical sameness and efficiency have it. For its time, the Clipper was an elegant operation, a kind of combination airplane, cruise ship, hotel and restaurant. It was the great tradition of Pullman service carried to the airborne ultimate, a wonderful bird—at home in the air or on the water.

Above all, the Clipper had romantic appeal. Watching one of those magnificent flying boats take off or land in a newsreel set the heart pounding. It was impossible to believe that a Clipper flight was not always filled with excitement and intrigue. Perhaps that's why so many Hollywood films were set on board the Clipper flights.

In any event, they swept away forever the forbidding barriers of time and space. If some of us sorely miss the great silver birds today, "it's not because they were luxurious," says veteran air traveler Allen Dodd, "but because they belonged to a time, before in-flight movies, when airplanes had their own, built-in excitement."

END.

ED NOTE: Readers who may be interested in the story of seaplanes large and small all over the world from their beginning are referred to Edward Jablonski's 259-page book, "Sea Wings, the Romance of the Flying Boats," published by Doubleday in 1972.

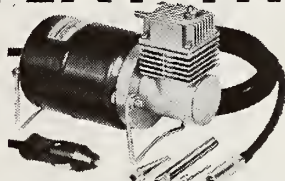
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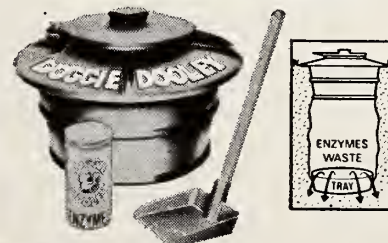
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Just Off The Highway...

ST. AUGUSTINE, FLA.



Aerial view of the ancient Spanish fortress, just eight miles off Interstate 95 in Florida.

FLORIDA PARK SERVICE

By **HARRIET HEDGECOTH**

AMERICA'S freeways now provide an excellent system for traveling long distances in a hurry by car. It is also a system for whizzing past many interesting things to see without seeing them. From time to time we propose to show you here a few interesting things to be seen "just off the highway" all over the nation, such as St. Augustine, Fla.

MANY PEOPLE who zoom up and down Interstate 95 in Florida most certainly take time off to roam the old Spanish fort in St. Augustine. Just as certainly, hundreds of thousands do not. I-95 is the main east coast Interstate route between Miami and Maine.

The St. Augustine fort is the closest thing to a perfectly preserved medieval structure in the United States, and it lies just eight miles off what must be the beaten track of millions of people. When Jacksonville is well behind you, if you are headed south, you turn off of I-95 on to Florida route 16. The way takes you through downtown St. Augustine, which is the oldest city (1565) in the United States. This is no great problem, for there are only a few blocks of downtown traffic, and signs lead you all the way to the waterfront, where the great, star-shaped Fortress of Castillo de San Marco commands Matanzas Bay.

Visitors may prowl all through the old fortress, and almost feel the presence of the original users, as they explore cruel old dungeons, officers quarters, a bake shop and the old courtyard with its deep well—or climb to the top and look out from the gun emplacements of Conquistadors of three centuries ago.

Starting in 1672, forced Indian labor built the 30-foot-high walls and

made them 12 feet thick, using masonry heavily embedded with local coquina seashells.

The Castillo is now a national monument. Parking, even with trailers, is easy and close to the fort. Admission is 50¢ for adults, free for children under 15.

END

Readers might clip and save "Just Off the Highway" features as they appear from time to time, against the day they may travel the routes mentioned.



HEDGECOTH (JACKSONVILLE)

Visitors enter the fort on bridge over remains of moat.

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- Brightening metal furniture
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And because it accepts paint and patching compounds, you can put it in place and paint right over it with matching colors and your surface looks like new. It's the tape you've been looking for to do all those jobs around the house, requires no special tools or special knowledge for application. You simply press or wrap and there it is once and for all, the job completed and looking as good as new. So order your stainless steel adhesive tape now, a big 2" by 10' roll only, \$2.99 (better order two rolls, you'll be finding so many applications you'll want to use as much as you can). Two for just \$5.50.

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HOME-BUYING "EXTRAS" EXPLAINED. HEALTH CARE CHECKOUT. WHAT TO EXPECT WHEN MOVING.

Those mysterious—and often expensive—extra charges that buyers incur when purchasing a home will have to be fully disclosed hereafter.

Lenders now must give mortgage applicants a government booklet explaining settlement costs, and they must itemize such charges in detail.

In case you didn't know, **about a dozen special fees crop up when you buy a home.** Among them: Appraisal fee; credit report; lender's inspection fee; mortgage insurance application fee; cost of processing documents (called "loan originator fee"); mortgage "points;" insurance; title search; taxes; survey; recording fee, and—possibly—a refinancing fee.

If you're smart, says the Dept. of Housing and Urban Development, you can save yourself some headaches and money all around if you get complete answers to these questions about your prospective purchase:

1. **What's in the contract?** Does it specify method of paying, time set for move-in, and status of fixtures or personal property in the house? Don't sign anything before understanding every word.

2. **What about title insurance?** Does it protect the lender or the buyer? If it protects only the lender, you may want your own, too. Furthermore, find out if you really need a full search "back to the year one." Ask about "reissue" rates if a search has been made recently.

3. **Does the property need a brand new survey?** An "update" may be sufficient.

4. **Is the lender or real estate agent overly anxious** to recommend title companies, surveyors, etc.? If so, be suspicious of kickbacks (although they're illegal). Remember, kickbacks eventually come out of your pocket.

★ ★ ★

With medical discoveries, costs and turmoil over malpractice insurance in the news, this may be a good time to review the following:

MEDICAL INSURANCE: Basically, three types of policies are available:

1. **Limited payment** of hospital, surgery and maternity expenses, called "basic protection."

2. **Major medical coverage**, which takes care of extended illnesses or even catastrophes (incidentally, "major medical" can be combined with "basic protection" into a single "comprehensive major medical" policy).

3. **Disability income insurance** for money when other sources dry up.

Your employer or insurance agent can explain your options if you're uncertain. You also can get the free booklet "What You Should Know About Health Insurance" from the Health Insurance Institute, Dept. FE, 277 Park Avenue, New York, N.Y. 10017.

DRUGS: Keep a record of any drugs prescribed for you. That's so you won't run the risk of taking bad, or even lethal, mixtures. For example: Nose drops can nullify blood-pressure pills; barbiturates and antidepressants are evil companions, and barbiturates and alcohol can be fatal.

★ ★ ★

If you're having your household goods moved from one point to another, here are some statistics from the Interstate Commerce Commission (based on the 1974 performance of the 20 largest long-distance movers):

About 16% of shipments result in claims of \$50 or more for loss or damage; but 99 times out of 100 they're settled out-of-court within 40 days. In 23% of the cases, the mover overestimates charges by 10% or more; almost the same number of times he underestimates. In 7% of the moves, the transportation company picks up goods later than specified in the order of service; and about 20% of the deliveries are late by a day or more. In short, be flexible (always let the mover know your whereabouts so he can contact you).

Two more points worth remembering when moving:

1. **Ask mover for money-saving tips.**

2. **Notify everyone in your address book** (including charge accounts, magazines, etc.).

By Edgar A. Grunwald

CONTINUED FROM PAGE 11

THE SURRENDER ABOARD THE U.S.S. MISSOURI —30 YEARS AGO.

Japanese armed forces and all armed forces under Japanese control wherever situated.

"We hereby command all Japanese forces wherever situated and the Japanese people to cease hostilities forthwith, to preserve and save from damage all ships, aircraft, and military and civil property and to comply with all requirements which may be imposed by the Supreme Commander for the Allied Powers



"Oliver isn't much of a sunbather."

THE AMERICAN LEGION MAGAZINE

or by agencies of the Japanese Government at his direction. . . .

"We hereby command all civil, military and naval officials to obey and enforce all proclamations, orders and directives [issued] by the Supreme Commander for the Allied Powers . . . and we direct all such officials to remain at their posts and to continue to perform their non-combatant duties unless specifically relieved by him or under his authority. . . .

"The authority of the Emperor and the Japanese Government to rule the state shall be subject to the Supreme Commander for the Allied Powers, who will take such steps as he deems proper to effectuate these terms of surrender."

Twelve signatures were affixed to the document for the ten nations involved—Japan and nine nations at war with her. As two Japanese signed, so did two Americans—MacArthur as Supreme Commander

for the Allied Powers and Nimitz for the United States in particular. One person signed for each of the other allied nations.

MacArthur signed after Umezu. He called two witnesses to his side as he signed. One was General Jonathan M. (Skinny) Wainwright, hero of Bataan and Corregidor, who took over when MacArthur left the Philippines early in the war, and went into years of captivity with the fall of the Philippines in 1942. The other was British Lt. General Sir Arthur Ernest Percival, who was overwhelmed and taken prisoner at Singapore. MacArthur used five pens to sign. He gave one to Wainwright, one to Percival, one to West Point, one to the National Archives and kept one for Mrs. MacArthur. He left the two pens for West Point and the Archives on the table, and when Admiral Sir Bruce Fraser later signed for the United Kingdom he picked them up and gave them to two of his aides. MacArthur's Intelligence Officer, Major Gen. C.A. Willoughby, later got them back.

According to Col. H. Bennett Whipple, of MacArthur's headquarters, who had arranged the staging of the surrender, when Fraser took the pens someone muttered: "I see the British are still lend-leasing our equipment."

The name of each nation appeared on the document, and each individual was supposed to sign immediately above his country's name. Except for Fraser's pen act, until all but four had signed everything went without incident.

Following MacArthur, Admiral Nimitz tested his pen, stepped up and signed for the United States—calling on Admiral Halsey and Vice-Admiral Forrest C. Sherman to come with him as witnesses.

General Hsu Yung-chang then signed for China; Admiral Fraser signed for the United Kingdom; Lt. General Kuzma Nikolaevich Derevyanko signed for the Soviet Union, which had entered the war against Japan only in its closing days, and General Sir Thomas Blamey signed for Australia.

When Colonel L. Moore Cosgrove then signed for Canada, something odd happened. After he signed the Japanese copy, MacArthur leaned over and seemed to instruct him on how to sign the English copy. General Jacques LeClerc signed for France, Admiral C.E.L. Helfrich signed for the Netherlands and Isitt signed for New Zealand.

The Japanese copy was then given to Shigemitsu. He and his companions were seen to study it and

apparently register a complaint. After a brief huddle, Lt. General Richard K. Sutherland, MacArthur's chief of staff, was seen to do some hasty scratching on the Japanese document. That seemed to satisfy everyone.

What had happened was that in signing for Canada, Cosgrove had signed below instead of above the name of his country. MacArthur saw him do it and had him sign the English copy correctly. But the last three signers—LeClerc, Helfrich and Isitt—had no choice but to sign the Japanese copy below their countries' names, too. The Japanese protested that their copy was thus erroneous. Sutherland corrected it in ink, and initialed each of his corrections.

General MacArthur then said: "Let us pray that peace be now restored to the world and that God will preserve it always. These proceedings are now closed."

As rapidly as they could, launches and ships took all the visitors off of the *Missouri*. Within two hours of the opening of the ceremonies, they were all gone. That war was over for keeps and there was a world to rebuild.

Admiral Nimitz and General MacArthur each promptly released a

public statement announcing the signing to their services, their countrymen and the world, and we quote from each below.

Said Nimitz:

"On board all naval vessels at sea and in port, and at our many island bases in the Pacific, there is rejoicing and thanksgiving. The long and bitter struggle . . . is at an end. . . .

"Today all freedom-loving peoples of the world rejoice in the victory and feel pride in the accomplishments of our combined forces. We also pay tribute to those who defended our freedom at the cost of their lives.

"On Guam is a military cemetery in a green valley not far from my headquarters. The ordered rows of white crosses stand as reminders of the heavy cost we have paid for victory. On these crosses are the names of American soldiers, sailors and marines—Culpepper, Tomaino, Sweeney, Bromberg, Depew, Melloy, Ponziani—names that are a cross-section of democracy. They fought together as brothers in arms; they died together and now they sleep side by side. To them we have a solemn obligation—the obligation to insure that their sacrifice will help



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CONTINUED **THE SURRENDER
ABOARD THE U.S.S. MISSOURI
—30 YEARS AGO.**

to make this a better and safer world in which to live.

"Now we turn to the great tasks of reconstruction and restoration. I am confident that we will be able to apply the same skill, resourcefulness and keen thinking to these problems as were applied to the problems of winning the victory."

Said MacArthur:

"Today the guns are silent. A great tragedy has ended. A great victory has been won. The skies no longer rain death—the seas bear only commerce—men everywhere walk upright in the sunlight. The entire world is quietly at peace. The holy mission has been completed . . . I speak for the thousands of silent lips, forever stilled among the jungles and the beaches and in the deep waters of the Pacific. . . .

"A new era is upon us. Even the lesson of victory itself brings with it profound concern, both for our future security, and the survival of civilization. . . .

"Men since the beginning of time have sought peace. Various methods through the ages have been attempted to devise an international process to prevent or settle disputes between nations. . . . Military alliances, balances of power, leagues of nations, all in turn failed, leaving the only path to be by way of the crucible of war. . . .

"The utter destructiveness of war now blots out this alternative. We have had our last chance. If we do not devise some greater and more equitable system, Armageddon will be at our door. The problem basically is theological and involves a spiritual recrudescence and improvement of human character. . . .

"To the Pacific basin has come the vista of a new emancipated world. Today, freedom is on the offensive, democracy is on the march. Today, in Asia as well as in Europe, unshackled peoples are tasting the full sweetness of liberty. . . .

"And so, my fellow countrymen, today I report to you that your sons and daughters have served you well and faithfully." **END**

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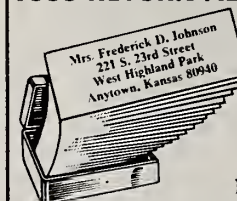
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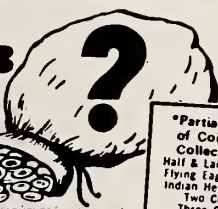
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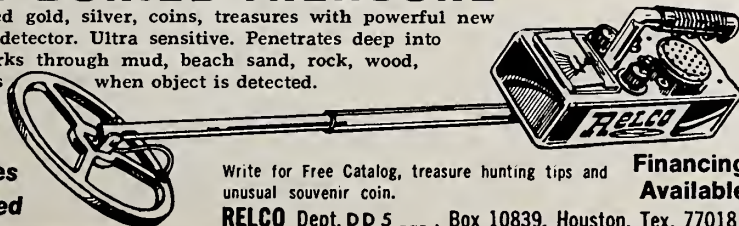
ROBERTA'S Dept. AME-3

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FIND BURIED TREASURE

Find buried gold, silver, coins, treasures with powerful new electronic detector. Ultra sensitive. Penetrates deep into earth. Works through mud, beach sand, rock, wood, etc. Signals when object is detected.

Dealer Inquiries Invited



Write for Free Catalog, treasure hunting tips and unusual souvenir coin.

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Financing Available

Parting Shots



"He's waiting for the deposit on empties to go up and then he's going to make a killing."

THE AMERICAN LEGION MAGAZINE

SHREWD BIDDER

The action at a spirited auction was halted for a moment when the auctioneer raised his hand and announced:

"A gentleman has just discovered that he lost his wallet containing \$2,000 and for its return is offering a reward of \$300."

There was a brief silence, then from the rear a voice cried out, \$325!"

JOSEPH C. SALAK

YOUR NAME AIN'T COME UP YET

Willie was an easy mark for salesmen and had bought too many items on credit. His paycheck wasn't enough to meet all the payments and most of them were overdue. After numerous dunning letters a creditor made a personal visit to collect the money due.

"Willie, you haven't made a payment on your bill in six months."

"Yeah, I know, but your name ain't come up yet."

"Name hasn't come up? You got our notices didn't you?"

"Yeah, but your name ain't come up yet."

"What do you mean?"

"Mister, it's like this. I put all the guys names I owe money to into a hat. I shake the hat and pick out a name. And that's the one I pay. So far, your name ain't come up yet!"

STEVE BALTERS

BOTANY LESSON

A woman touring California for the first time saw a tree she didn't recognize. The guide told her it was a fig tree.

"Oh, that can't be a fig tree," the woman protested.

"Yes, ma'am," the guide said, "that's a fig tree."

"Well," she said, "I thought the leaves were much larger than that."

LANE OLINGHOUSE

MISSING LINK

Our son's going off to college;
Our daughter's getting wed;
I'm thinking of a summer place
(Or skiing lodge, instead);
My wife's out shopping for a gown
To wear at the company bash;
My family's very big on plans—
Now all we need's the cash.

ROBERT GORDON

AFTERTHOUGHT

It's a foregone conclusion that not enough foregone conclusions will be foregone.

S. S. BIDDLE

QUEEN-SIZED LAMENT

I'm queen-size, regal-size, and extra-size, too,

'Cause for the "full-figured girl," plain "large" would never do.

Some say I'm half-sized but half of what they're not quite sure.

Though I enjoy being "modern," "stylish," and "mature,"

I'd not complain if just once in a while, The label said "fat" but the clothes had style!

ROSLYN L. KATZ

FOOTNOTE

Any footwear salesman can tell you that if the shoe fits it's the wrong color!

JUNE BRADY

IS THIS WHERE I AM?

I hie myself to the postcard rack
(Where the eager vacationer buys them)
And send some scenes to my friends back home,
Though I don't recognize them!

RUTH BANE



"I got my mother trained. All I have to do is rattle the cookie jar to have her come runnin'."

THE AMERICAN LEGION MAGAZINE



Isn't Black Velvet smooth?

Just the thought of it can give you a good feeling.
Black Velvet® Canadian Whisky. The smooth Canadian.

BLACK VELVET® BLENDED CANADIAN WHISKY 80/86 PROOF IMPORTED BY © 1974 HEUBLEIN, INC., HARTFORD, CONN

2 PAIR NO-IRON KNITS 15⁹⁵ **WERE 2 for \$19.95**

Yes Sir! Haband Company, the mail order people from Paterson, NJ, have reduced the price on 100% polyester No-Iron Executive Slacks from 2 for 19.95 to 2 pair for \$15.95! This represents a one-shot, one-season-only special sale that cannot be repeated. You must understand that the slacks are our same all new, premium quality, latest fashion Executive Slacks. But the price break is a terrific opportunity for you to try the famous Haband deal. Here is what you get:

IMPORTANT LONG WEAR: New Non-Snag Knit won't snag & pull like ordinary doubleknit slacks

CONVENIENT WASH AND WEAR:

Save Big Money on Cleaner's Bills!

NO WRINKLES: Get amazing two-way stretch! Easy comfort no matter how you bend, stretch, or move!

Guaranteed PERFECT FIT!

More than 1-Million Pairs Sold at 2 for 19.95

NO IRONING EVER!

FIVE COLORS TO CHOOSE

TRY THEM ON AT HOME

READ ALL THESE DELUXE TAILORING FEATURES —

- New diagonal style easy front pockets.
- No pucker flat fly.
- Hook top closure.
- Ban-Rol[®] no-roll inner waistband.
- 2 deep back pockets.
- New unbreakable Nylon spiral zipper.
- COMPLETE AUTOMATIC WASH & WEAR.
- New knit no-hole pockets & waistband.
- Full seat and crotch.

Remember, Business Slacks are Haband's business. These are neither high style overpriced slacks nor stodgy old-fashioned trousers. Just good looking executive slacks that will stay in style year after year. That's value!

EXECUTIVE KNIT SLACKS 2 PAIRS FOR 15⁹⁵ **3 for 23.85 4 for 31.60 All 5 for 39.25**

HABAND COMPANY
265 North 9th Street
Paterson, N.J. 07530

OK, Haband: You may send me pairs as specified hereon, for which I enclose my remittance in full in the amount of \$

GUARANTEE: If upon receipt I do not choose to wear these slacks, I may return them to Haband for full refund of every penny I paid you!

70U-001

Name Apt.
Street #
City
State ZIP CODE [] [] [] [] [] []

IS YOUR SIZE on this CHART?

FIND YOUR WAIST & INSEAM:

Waists: 29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54.

Inseams: 26-27-28-29-30-31-32-33-34.

COLOR	How Many	Waist	Inseam
BROWN			
GREY			
NAVY			
OLIVE			
GOLD			

MAIL THIS COUPON: IMMEDIATE DELIVERY — HABAND PAYS the POSTAGE!

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